

3

EIGHTH ANNUAL REPORT

OF

THE DIRECTORS

OF THE

PENNSYLVANIA RAIL ROAD COMPANY,

TO

THE STOCKHOLDERS.

FEBRUARY 5th, 1855.



PHILADELPHIA :

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1855.

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DIRECTORS, 1855-1856.

BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	JOHN YARROW,
C. E. SPANGLER,	WM. R. THOMPSON,
GEORGE W. CARPENTER,	JOHN FARNUM,
WASHINGTON BUTCHER.	WILLIAM NEAL.

BY THE CITY OF PHILADELPHIA.

GEORGE HOWELL.

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

WILLIAM ROBINSON, Jr.	THOMAS SCOTT.
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BY THE BOARD.

WILLIAM B. FOSTER, Jr.

PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.

WILLIAM B. FOSTER, Jr.

TREASURER.

THOMAS T. FIRTH.

SECRETARY.

EDMUND SMITH.

ANNUAL MEETING.

At the Annual Meeting of the Stockholders of the Pennsylvania Railroad Company, held at the Sansom Street Hall, on Monday, February 5th, 1855, Hon. Rob't T. Conrad was called to the Chair, and Samuel Elkin appointed Secretary.

The Annual Report of the Board of Directors was read.

Mr. Lewis Elkin presented the following Resolution, which was adopted:

Resolved, That the satisfactory Report of the Board of Directors as just read, be and is hereby accepted and approved by this meeting, and the same be published for the use of the Stockholders.

Mr. Samuel Jeanes called the attention of the meeting to a Resolution passed two years since, at an annual meeting of the Stockholders, in relation to the time of holding the annual election for Directors, when

Mr. A. J. Derbyshire presented the following Resolution, which was adopted :

Resolved, That the Board of Directors of the Pennsylvania Railroad Company to be elected this day, be and they are hereby directed to apply, at an early day, to the Legislature of this State for the passage of an Act whereby the election for Directors of said Company shall hereafter be held on the second Monday in March, in lieu of the first Monday in February, as at present existing.

On motion, adjourned.

R. T. CONRAD,

Chairman.

SAMUEL ELKIN,

Secretary.

EIGHTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,
Philadelphia, January 31, 1855.

To the Stockholders of the Pennsylvania Railroad Company :

The entire line of your road from Harrisburg to Pittsburg, was opened for business on the 15th of February, a few days after the date of your last Annual Meeting. Previous to that time, a continuous railroad communication between these places had been maintained by the use of twenty-eight miles of the Portage Railroad—a work constructed to pass the trade of the Pennsylvania Canal over the Allegheny mountains, and not adapted to passenger transportation. The increased speed upon New York and Baltimore lines at the close of the previous year, made it essential that we should also reduce the time occupied in passing over our route, or lose the Spring travel. To accomplish this in season, it was necessary to bring that portion of our road across the Alleghenies, into use before it was entirely completed. The objects secured by this premature opening, fully justified the increased cost and inconvenience of finishing the work, from the frequent interruptions to the forces employed, by the numerous trains traversing the road. The unfinished work consisted in the removal of slides from side cuttings, and in replacing others, that had occurred to a considerable extent

from some of the high embankments; together with the arching of the tunnel under the summit of the mountain, the roof of which had been previously made safe by supporting it with heavy timbers. These operations will all be completed during the ensuing month.

In conformity to the policy indicated in the Report of the Board, submitted at your annual meeting in 1853, the grading of the road bed for a double track was placed under contract, and the work pressed forward until early last autumn, when it was deemed prudent, in consequence of the difficulty of disposing of our permanent securities without sacrifices deemed injudicious by the Board, to stop all further operations, as far as it could be done consistently with existing contracts. Sufficient iron has been contracted for to lay four-fifths of the second track of the whole line, and eighty-nine miles of it has been laid on different portions of the road, distributed so as to accommodate the traffic to the best advantage. Upon that portion of the road crossing the Allegheny mountain, from Altoona to Johnstown, the double track has been made continuous. The amount of unfinished work on the second track is estimated by the Engineer at \$1,385,000. The cost of the whole road, with double track, will not materially, if at all, exceed the amount stated in the last Annual Report of the Board.

The arrangements of the Company for the transportation of freight are very extensive, and probably more complete than those of any similar enterprise in the country. They are as large as the necessities of the traffic of the road will require for several years, if the present policy of the State in restricting, instead of encouraging, trade within her borders, should be persisted in.

We anticipated and prepared for a large business during the winter and ensuing spring, which the short crop in the entire region from whence Philadelphia derives her Western trade, will, it is feared, prevent us from realizing. The crop of the northern portions of Indiana and Illinois, and of the States north

of these, is understood to be good, but the railways connecting us with that region are so inadequately supplied with motive power and cars, that they have drawn to us, as yet, but a very small portion of its products.

There are now upon the Pennsylvania Railroad:

115 Freight and Passenger locomotive engines.

36 wide Passenger cars, adapted to the Harrisburg and Lancaster, and Pennsylvania Railroads.

34 narrow Passenger cars, adapted to the Philadelphia and Columbia Railroad.

27 Emigrant cars.

15 Baggage cars, with Mail apartments.

9 do without do

1053 eight-wheeled House cars.

109 four do do

105 eight do Stock cars.

102 eight do Lumber and Iron trucks.

46 eight do Wood trucks.

90 four do Coal cars.

To the former facilities for passenger travel, a third through train was added soon after the opening of the Mountain Division, leaving Philadelphia at 1 P. M., and reaching Pittsburgh in 13 hours. The time of the 11 P. M. train westward is 15 hours, and of the 7½ A. M. train westward,—which stops at all the way stations,—17 hours. These trains pass over our road at a similar rate of speed *from* the west, but in consequence of the condition of the South track of the State Railroad, the time between Lancaster and this city is considerably increased. These trains seem to be ample to accommodate the through and local travel, except upon the Western Division of the road, where a local train between Blairsville and Pittsburgh has been run, arriving at the latter place early in the morning, and leaving it at the close of the day. This train has fully defrayed its expenses, and has proved to be a source of much public convenience. A passenger car in connection with a coal train, is also run from the city of Pittsburgh to Turtle Creek, a distance of ten miles,

every morning, and returns in the evening, for the accommodation of those residing in the vicinity of that city.

The speed of our passenger trains is greater than we originally intended, or true economy would seem to justify, if it was not necessary to meet competition with rival roads, and make up for the time lost in transferring passengers from New York to our Station in Philadelphia.

The tables appended to the Report of the Superintendent, will exhibit the earnings and expenditures of the road in much detail. It will be seen from them that the whole number of passengers carried during the year between Harrisburg and Pittsburgh, is equivalent to 157,100 passing over the whole length of the road. The number equivalent to through passengers last year was 131,237, showing an increase of 25,864, or nearly 20 per cent. The total earnings from passengers were \$1,292,581 18, and for the previous year, \$1,069,740 35—an increase of \$222,840 83. After deducting the tolls paid to other roads, (\$234,737 77,) the earnings from passengers on the Pennsylvania Railroad will be \$1,057,843 41.

The earnings from freight during 1854 were \$2,026,611 55, and for the previous year they were \$1,507,520 50, an increase of \$519,091 05—or $34\frac{1}{2}$ per cent. If we take from the total freight earnings \$2,026,611 55, the amount paid for tolls on connecting roads (\$383,521 11,) there will remain \$1,643,090 44 for the Pennsylvania Railroad between Harrisburg and Pittsburgh.

The through tonnage has increased from 73,499 tons in 1853, to 92,551 tons in 1854, and the local tonnage from 86,133 tons in 1853, to 157,444 tons in 1854. The last amount includes 29,512 tons of gas coal shipped from Irwin's and Larimer's stations, (about 20 miles east of Pittsburgh,) to Philadelphia. The total tonnage moved during the year was 250,095 tons, against 159,632 tons in 1853—an increase of $56\frac{6}{10}$ per cent.

The through travel and freight will increase with the growth of the West, and the facilities opened for their transportation to and from the western terminus of our road. Among these the

improvement of the Ohio river, to which we have referred in previous Reports, is by far the most important to this Company, and to the cities of Philadelphia, Pittsburgh and Baltimore. With the advantages of uninterrupted navigation upon this river, (except from ice,) very little freight would pass to the seaboard from the Ohio valley via the Lakes. This very important object, it seems to us, can only be accomplished through the agency of a company chartered by the States of Ohio, Indiana, Kentucky, Virginia and Pennsylvania, to convert the river into a slack-water navigation. To the stock of a Company formed to carry this plan into effect, the general government might become a subscriber, as formerly in the Louisville and Portland Canal; a work which has been attended with incalculable advantages to the whole country.

The increase in our local business during the past year has been large, arising chiefly from the circumstance that the completion of the mountain division has made the road continuous. Its further increase will be in proportion to the increase in the population of the territory tributary to the road. The resources of the country, both east and west of the mountain, are inexhaustible, and all that is required to develop them is the stimulus of cheap transportation to the seaboard. During the year just closed, our rates, including State tonnage tax, were reduced below a revenue standard upon coal and lumber obtained in the vicinity of the line, for the purpose of testing its effects upon the movement of these cheap and heavy products. The result clearly demonstrates that the business of the Company and the interests of the interior of the State would be greatly advanced by the removal of the restrictions unwisely imposed by the Legislature—but, subject to the present tax, further encouragement to the heavy traffic and increased facilities for its accommodation, will not be justifiable. The policy of restricting the public usefulness of your road by the continuance of the tonnage tax is worthy of the consideration of an intelligent legislature. It was originally imposed, not as a bonus for the charter, as contended by some, but as a means of protection to the transporters upon the Main

Line of public works, and its operation is, as it was intended, to limit the Company to a small business at high rates, instead of encouraging a large tonnage by low rates; thus *reversing the objects statesmen* usually seek when legislating for the interests of their constituents.

If the capacity and character of the Main Line were such as to protect the trade and develop the resources of the State, the policy which imposed this tax might have had some justification; but so far is this from the fact, that there is not an avenue of communication between the East and the West, upon which freight transportation is so expensive. The narrow dimensions of the canal, the great amount of lockage, the break of bulk and transshipment at Columbia, Hollidaysburg and Johnstown; the great elevation to be overcome, involving a total rise and fall nearly ten times as great as on the Erie canal, are circumstances combined, which render an attempt at competition for the Western trade, with more favored routes, entirely hopeless, unless such competition is maintained at a large annual loss to the public treasury—a loss *much greater* than the proceeds of the tonnage tax.

As an illustration of the effects of the tax, it may be stated that the demand for gas coal in the Eastern cities is about 250,000 tons per annum. The whole amount carried by the canal lines in 1854, was less than 25,000 tons, and this was chiefly carried as back loading for want of other freight. The transportation of coal upon the Pennsylvania Railroad would not have affected this business, (as the canal lines would have carried only as much coal as they required for back loading.) But for the purpose of affording an imaginary protection to a profitless traffic, the Pennsylvania Railroad Company is practically prohibited from engaging regularly in the transportation of gas coal, and the Columbia Railroad deprived of the revenues which would be afforded by its transportation; while foreign or neighboring States are permitted to supply the demand which could be readily met from the inexhaustible deposits of Western Pennsylvania. Experience has shown that, instead of preserving the

business to the Main Line by these discriminations in its favor, the through tolls paid by the transporters did not exceed \$135,000 during the past year—proving that they had no other influence than to enable rival routes outside the State, to compete successfully with the Pennsylvania Railroad Company for the trade of the West. The completion of the new road by the State, across the mountain, involving an expenditure for construction and equipment of fully two millions of dollars, will not cheapen the cost of transportation; as the whole receipts of the Main Line, from through business, exclusive of that portion used by the Pennsylvania Railroad Company for through business, will not, in our judgment, pay more than the interest on the cost of the new road, leaving nothing for the expenses of operating it, which, if the business could reach the amount anticipated by its projectors, would be found to be greater on the new road than on the old one, with proper management.

It is urged that the tax is a source of revenue, and that it must be continued on that ground. Apart from the injustice of imposing taxes which bear unequally upon the citizens of the State, and retard the improvement upon which the good of the country essentially depends, it would be far better to save the amount, and avoid useless expenditures by disposing of unprofitable works.

It is not creditable to the intelligence of the age to restrict the business of the only avenue through the State that can compete with the improvements of other States for the trade of the West, an avenue which is, at the same time, the principal feeder to the only considerable portion of the Main Line that does, *or ever can*, yield a profit to the Commonwealth. The Columbia Railroad as a source of revenue, has, the past year, contributed more than one-half to the gross receipts of the Main Line, and without the business of the Pennsylvania Railroad Company, even it would be a profitless work.

The stockholders of the Pennsylvania Railroad Company, as such, have no interests opposed to the continuance of the tax, other than those which are common to every citizen who desires

to witness the prosperity of the State and of her chief cities. Its repeal will largely increase the transportation of heavy articles at low charges, but it will not add materially to the net profits of the road. As the through rates are necessarily regulated by the competition of rival lines outside the State, it requires neither argument nor illustration to convince any one that the local trade must necessarily bear the chief burden of the tax—the through rates being generally below the standard of fair remuneration.

It will be seen from the statement of the Treasurer herewith submitted, that there has been received in payment from shareholders in the Capital Stock of the Company, up to

January 1, 1855,	-	-	-	-	\$12,104,820 00
And from Loans,	-	-	-	-	6,691,773 54
“ Bonds and Mortgages, Ground Rents in Philadelphia and Pittsburgh,	-	-	-	-	247,111 11
“ Passengers, Freights, Mails and Expresses,					3,409,192 37
“ Surplus profits, after canceling interest charged to Construction,	-	-	-	-	287,431 41
					<u>\$22,740,328 43</u>

Which has been expended as follows :

Graduation and Masonry, including Superstructure of Bridges, single track,	-	\$7,048,886 02	
Superstructure, including Iron Rails, Chairs, Cross Ties, Ballast, &c., &c., single track,	-	2,645,655 33	
Engineering, including Rod, Chain and Axemen,	-	370,328 39	
Land Damages, Fencing, and Real Estate on line of Road,		414,625 76	
Total cost of single track,	—————	\$10,479,495 50	
Paid on Real Estate in Philadelphia,	-	566,277 77	
“ “ Pittsburgh,	-	353,000 00	
		<u>919,277 77</u>	
Graduation and Superstructure, second track,	-	2,240,865 91	
		<u>22,740,328 43</u>	
Amounts carried forward,		\$13,639,639 18	22,740,328 43

Amounts brought forward,	\$13,639,639 18	22,740,328 43
Machine Shops, Engine Houses and Shop Machinery, -	\$600,114 76	
Repair Shops, Machinery, &c., West Philadelphia, -	48,544 16	
Station and Ware-Houses, -	728,269 56	
Water Stations, -	82,279 03	
Locomotives, -	1,027,794 94	
Freight Cars, -	784,059 77	
*Passenger Cars, including cost of one-half of Columbia Railroad Line, -	216,034 33	
Rail and Hand Cars, -	31,760 23	
	<hr/>	3,518,856 78
Telegraph Line, Altoona to Pittsburgh, -		14,247 57
Subscription to Stock Ohio and Pennsylvania Railroad, -	300,000 00	
" Ohio and Indiana do -	300,000 00	
" Marietta & Cincinnati do -	650,000 00	
" Maysville & Big Sandy do -	100,000 00	
" Springfield & Mt. Vernon do	100,000 00	
Total subscriptions, -	<hr/>	1,450,000 00
Transportation expenses, State, Harrisburg and Lancaster, and Baltimore and Susque- hanna Railroad Tolls, Inter- est on Notes, and Company's Stock and Bonds, Rents, Of- fice expenses, &c., &c., -	3,093,109 21	
Profits of Road after payment of interest and all other ex- penses, -	316,083 16	
Gross receipts of Road, -	<hr/>	3,409,192 37
Bonds of Municipal and other Corporations, -	17,452 50	
Bills and Accounts Receivable,	277,107 77	
Balance in the hands of Treas- urer and Agents, -	413,832 26	
	<hr/>	708,392 53
	<hr/>	<hr/>
		22,740,328 43

* Reduced this year below last, by credit of Profits of Columbia Railroad Line, and proceeds of sale of Depot, corner of Market and Eighteenth streets, owned by said Line.

The actual business of the Road during the year, as reported by the Superintendent, is	-	\$3,512,295	13
From which deduct tolls, &c., paid for the use of other Railroads, as follows:			
For Pennsylvania State Roads,	-	\$394,257	20
“ Harrisburg and Lancaster Railroad,	-	182,205	87
“ Baltimore & Susquehanna do		37,111	43
“ Philadelphia City do		4,684	38
			<hr/> \$618,258 88
Leaving business proper of Pennsylvania Rail- road,	-	-	\$2,894,036 25
The cost of conducting the business of the Road for the year, including \$136,479 40 paid to the State as tonnage tax, is,	-	-	1,431,659 65
Leaving net revenue of the Company from Road,			<hr/> <hr/> \$1,462,376 60

The profits of the Company during the past year, as shown by the Treasurer's report, after deducting \$670,301 53 interest paid to Stockholders, and \$353,840 73 on the mortgage bonds, &c, together with all other expenses, was \$316,083 16, which leaves, after canceling balance of interest account charged to cost of construction, surplus profits amounting to \$287,431 41, of which the Board have set apart \$100,000 for the commencement of a sinking fund for the redemption of the second mortgage bonds of the Company, to be increased annually by appropriations from the profits of the road.

The profits of the Company on its capital stock for the past year, including the amount invested in Western Railroads, second track and unproductive real estate, is about nine per cent., without allowance for depreciation of road and its machinery. It has generally been considered that the average annual increase in the business, and consequent profits of railroads, without a

corresponding increase of capital, is a sufficient offset to depreciation, until the resources of the country tributary to it are developed; at which time, in most instances, depreciation is met by the increased annual repairs of road and its equipment, and consequently, it is unnecessary to bring it forward as a charge against the business of each year. This position, in most cases, is doubtless true, and is eminently so in ours, if the charges for transportation should be kept at remunerative rates, and the road and its machinery maintained in full efficiency. These conditions are too often sacrificed by the managers of railroads to considerations of expediency, and the deficiency in net receipts supplied by an increase of debt or capital stock. Influences are continually operating upon Directors of railroads to reduce rates below the revenue standard, often yielded to from the eclat with which the increased gross receipts of a company (the result of this policy) is received. These advantages, when the object is to divert trade from rival routes, are enjoyed but for a short period, as they are immediately met by similar reductions, and each line suffers in its net profits, though they may be doing apparently a most prosperous business. The increased market price given to the stock of a company by large receipts, from which the general public estimate its value, is another inducement to unwise reductions of rates. Reductions have also been frequently made from ignorance of the cost of railroad transportation, resulting, in some States, in embarrassing legislative restrictions, which must necessarily affect the charges of competing lines.

With a view of agreeing upon general principles which should govern Railroad Companies in competing for the same trade, and preventing ruinous competition, a free interchange of opinions took place during the past year between the officers of the four leading East and West lines, and also with those of their Western connections. The influence of these conferences, it is believed, will be felt in reducing expenses, correcting abuses, and adding to the net revenues of the several Companies, while the public will be served with equal efficiency and greater safety. Instead of an army of drummers and runners, spread over the

country, and paid by each Company, an agent is now maintained at the joint expense of the four lines, at all important points in the West, to distribute bills and give unbiased information to the traveler. The propriety of continuing even this modified system is doubted, as the same amount expended in advertising more extensively through the Western press, will, it is believed, prove more advantageous to the Companies and satisfactory to the public.

Unavoidable delays in procuring legislative authority to increase the loans of the Company, prevented the Board from presenting to capitalists their second mortgage bonds, (issued to meet the demands for the second track and increased equipment,) until hostilities in Eastern Europe had assumed an aspect so serious that the capitalists of England—where our bonds had been chiefly disposed of heretofore—became alarmed, and declined for a time to invest further in American railroad and municipal securities on terms that were deemed satisfactory on this side. The gradual diminution and final cessation of remittances from Europe to invest in American securities, upon the sale of which the excessive importations of the country, for some years, had been based, and upon the supposed continuance of which further orders had been sent forward, rendered necessary the heavy shipments of specie we have witnessed during the past year, to meet the obligations thus created. The judicious and rapid curtailment of orders for foreign merchandise which immediately followed a knowledge of this condition of things appears to have soon restored the balance of trade; while the receipts of specie from California have continued to exceed the amount exported, leaving the country stronger in its circulating medium than it has ever been before. Under these circumstances we could not but anticipate at an early period a return of confidence. A failure of the crops in the West has tended to extend the duration of this pressure to a later period than anticipated, while it has at the same time reduced the receipts of the road. These influences upon the market will be, we think but temporary.

It is admitted that the existing embarrassments in financial and commercial affairs are largely due to the excessive expansions of credit throughout the Union in the various forms it assumes in the active business transactions of life. It is believed, however, that but for the causes referred to—aggravated, as they have been by the frauds that have occurred in the management of some of the Eastern Railroads—no serious disturbance of confidence would have taken place until a later period. Although to some extent sufferers from the difficulties attending this condition of the money market, we cannot but feel satisfied that the general good will in the end be the result of the timely check placed upon many of the wild schemes of improvement that had been commenced and were maturing throughout the West, as well as in our own State. It is hoped that the lessons of the past will be a warning to capitalists to use greater discrimination in future in the investment of the means with which fortune has favored them. The Board has not deemed it prudent to press its second mortgage bonds upon the market, while it continued under the embarrassments to which we have alluded, preferring to curtail their expenditures to the lowest point practicable, consistently with existing contracts, and raise temporarily the means necessary to meet maturing obligations. The high credit enjoyed by the Company has enabled us to accomplish this object, without any material sacrifice, all of which has been met by the net receipts of the road, leaving still on hand a large surplus. Notwithstanding the heavy expenditures during the past year, the amount of our temporary loans exceed the cash and bills receivable only \$675,534.22—a small sum when the amount of the capital stock of the Company paid in is considered.

This Company has one million four hundred and fifty thousand dollars invested in the stock of Western railroads, three hundred thousand dollars of which is in the shares of the Ohio and Pennsylvania Railroad—a work that is now finished with a single track, and doing a business limited only by the equipment which has been provided for its transportation; three hundred thousand dollars in the stock of the Ohio and Indiana Railroad

Company, whose line was opened for use to its western terminus in November last, completing a continuous road of an uniform gauge from Pittsburgh to the Wabash valley at Fort Wayne. The business of this road has commenced very satisfactorily, and when a connection with Chicago shall have been effected by the completion of the Fort Wayne and Chicago Railroad, we have no doubt but that it will prove to be one of the most productive works in the country. It is regretted that the embarrassed condition of the money market, for the past year, has made it necessary to limit the progress of this extension to Chicago. We have viewed its early completion as of much importance to this Company and to the city of Philadelphia, connecting our road, as it will, by a chain of railways managed by Companies whose interests are similar, with the great centre of the commerce of the North-west—from whence finished railroads now diverge to the north, south and west, terminating at various points on the Mississippi river. An examination of the map, and the statistics of the trade and travel of the region tributary to Chicago, must satisfy the intelligent inquirer that the business seeking this route, not only to Philadelphia, but also to New York and Baltimore, as its shortest and best avenue to market, will be very large, and afford ample profits upon the capital invested in its construction.

One hundred thousand dollars was also subscribed to the stock of the Springfield, Mount Vernon and Pittsburgh Railroad Company, for the purpose of securing an early and a more direct and satisfactory connection with Cincinnati. Owing to some difficulties, as well as some mismanagement, the work on this road, which was started under such favorable auspices, has been suspended, after the completion of that portion of the line between Springfield and Delaware. Efforts are now being made in the wealthy region traversed by this road, with fair prospects of success, to remove the embarrassments under which it has been laboring; if this is accomplished, the work can be brought into profitable use in a short time. The chief object we had in view when extending aid to this Company will now, it is thought, be

attained through the still more direct line to the centre of Ohio and to Cincinnati, via the Steubenville and Indiana Railroad.

The remaining seven hundred and fifty thousand dollars was subscribed to the Marietta and Cincinnati Railroad Company, one hundred thousand dollars of which has since been transferred to the Maysville and Big Sandy Railroad Company, a part of a line to connect us with the south-west, through Lexington in Kentucky. Of the progress of the work upon the Marietta and Cincinnati Railroad we have no recent information, but it is understood that owing to the difficulties with which nearly all railroad companies have had to contend during the past year, operations above Marietta have been suspended: the whole available means of the Company being required to complete the road from Marietta to the line of the Cincinnati and Hillsborough Road, through which it is to connect with Cincinnati. In recommending a subscription to this work, the Board advised conditions that were rejected by the stockholders, which it is believed, had they met their sanction, and been complied with by that Company, would have proved highly advantageous to both parties. A connection between our road and the Marietta line can be made over the Pittsburg and Steubenville road, by extending the former from Wheeling, its present eastern terminus, to Steubenville, a distance of 22 miles. The increased distance to Marietta, via Pittsburgh, over the most direct line, will be less than 15 miles, while it gives to us the use of our whole road, and encounters no gradient exceeding the maximum used upon the Western Division. This Company has also endorsed the mortgage bonds of the Steubenville and Indiana Railroad Company for \$500,000. This work will be completed to Newark in a few days, from whence the Ohio Central Railroad is already in operation to Columbus, connecting it at that point with the net-work of railroads, extending thence into Indiana, and to Cincinnati. The Steubenville line presents the shortest practicable route from Philadelphia to the Great Central Region of the West, north of the Ohio river, and crosses that stream at

a point that offers unusual facilities for passing it, with a bridge built in conformity to the requisitions of the Supreme Court of the United States. The success and value of this work, when the whole line is brought into use, cannot admit of doubt. The uncompleted portions of the line extending from Pittsburgh to Steubenville, require only about \$280,000, (exclusive of the bridge over the Ohio river,) to prepare the work for its superstructure; it is hoped that the means required to complete this road, will be secured at an early date.

The melancholy duty has devolved upon the Board of announcing to you the decease of the late Treasurer of the Company, George V. Bacon, who passed from among us without any warning, on the 9th inst., having continued to fulfill the duties of his office, from the organization of the Company until a few hours before his death—nearly eight years. During this time it is not recollected that he was absent a single day from ill health.

To the character of a gentleman of unflinching integrity and elevated tone, Mr. Bacon united in an eminent degree that of a faithful, industrious and urbane officer. The highest eulogium that can be awarded to him as such is, that though stricken down without notice, in the midst of preparing his annual statement, no difficulty has arisen in completing his work—every entry upon his books having been made in that clear and satisfactory manner which characterized all of his transactions, nothing being left undone. The office of Treasurer has been filled by the appointment of Thos. T. Firth, late Secretary of the Company, whom the Board, from their intimate knowledge of his qualifications, has considered eminently fitted to fill the vacancy.

To supply Mr. Firth's place, Edmund Smith has been selected, a gentleman who entered the Engineer Department of the Company in 1847, and continued to discharge various responsible duties in that department until transferred to his present position, with much satisfaction to the Board and to his superior officers.

In conclusion, the Board have much pleasure in awarding to H. J. Lombaert, Superintendent, and his several assistants, the credit due to zealous, intelligent and faithful officers. The order and regularity maintained, and the freedom from fatal or disastrous accidents upon the Road, as well as the care and economy used in all the departments under the control of the Superintendent, attest the value of the services of these gentlemen as well as that of the officers and employees generally.

By order of the Board.

J. EDGAR THOMSON,
President.

WM. B. FOSTER, JR.,
Vice President.

The Treasurer Reports

	Dolls.	C.
Amount received from Stockholders, in payment of Instalments,	12,104,820	00
Amount received from Permanent Loans,	5,307,846	79
Amount received from Passengers, Freight, Mails and Expresses,	3,409,192	37
Temporary Loans,	1,383,926	75
Bonds and Mortgages, and Ground Rents on Real Estate in Philadelphia and Pittsburgh,	247,111	11
Surplus Profits, after canceling Interest charged to Construction,	287,431	41
	22,740,328	43

AMOUNT EXPENDED.

	Dolls.	C.
EASTERN DIVISION.		
Graduation and Masonry,	\$1,968,058	39
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, Sills, Stationery, Printing and Incidentals,	1,749,855	86
Engineer Department,	163,177	99
Land Damages, Expenses, Real Estate, Right of Way, and Fencing,	356,678	56
Real Estate in Philadelphia City,	566,277	77
Machine Shops, Repairs Shops, Stations, Warehouses, and Water Stations,	756,842	38
	5,560,890	95
WESTERN DIVISION.		
Graduation and Masonry,	4,772,089	20
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, Sills, Stationery, Printing, and Incidentals,	1,204,529	90
Engineer Department,	207,150	40
Land Damages, Real Estate, Right of Way, and Fencing,	410,947	20
Machine Shops, Stations, Warehouses, and Water Stations,	453,683	17
	7,048,399	87
SECOND TRACH.		
Graduation and Masonry,	785,280	77
Superstructure, Ballast, Cross Ties, Iron Chairs, Rails, Spikes, and Sills,	1,455,585	14
	2,240,865	91
Foremen's Houses, &c.,	77,152	23
Telegraph Line,	14,247	57
Shop Machinery,	171,537	73
	262,937	53
Locomotives,	1,027,794	94
Freight Cars,	784,059	77
Passenger Cars,	178,022	27
Columbia Rail Road Line of Cars,	38,012	06
Road Cars,	31,760	23
	2,059,649	27
Subscription to		
Marietta and Cincinnati Rail Road,	650,000	00
Maysville and Big Sandy Rail Road,	100,000	00
Ohio and Pennsylvania Rail Road,	300,000	00
Ohio and Indiana Rail Road,	300,000	00
Springfield, Mount Vernon, and Pittsburgh Rail Road,	100,000	00
	1,450,000	00
Bonds of Municipal and other Corporations,	17,452	50
Bills and Accounts Receivable,	277,107	77
Transportation Expenses, State, Harrisburg and Lancaster, and Baltimore and Susquehanna Rail Road		
Tolls, Interest, Office Expenses, Rents, &c.,	3,093,109	21
Profits of Road after Payment of all Expenses,	316,083	16
Gross Receipts of Road,	3,409,192	37
Balance in hands of Treasurer and Agents,	413,832	26
	22,740,328	43

[E. E.]

Philadelphia, January 1, 1855.

GEORGE V. BACON, Treasurer.

EIGHTH ANNUAL REPORT

OF

THE CHIEF ENGINEER.

Engineer Department, Pennsylvania R. R. Co.
Philadelphia, January 9, 1855.

J. EDGAR THOMSON, ESQ.,
President Pennsylvania Railroad Company.

SIR:—The progress of operations in the Engineer Department during the past year has been retarded by the long continued period of financial depression with which the country has been visited, and from the influences of which no unfinished improvement has been exempt.

Relying upon the sale of the bonds of the Company for the means of completing the second track and depots, it was evidently best for the interests of the Company that the work should be prosecuted with reduced forces rather than submit to the alternative of sacrificing these securities or incurring a large floating debt. Under these circumstances, sound policy enjoined retrenchment; and instead of laboring for the early completion of the second track, attention was directed to a reduction of expenditures to the lowest limit practicable. The announcement of the fact that a smaller portion of double track has been laid in 1854 than was anticipated, will not therefore create surprise, and it should be a source of great gratification that the Pennsylvania Railroad has suffered much less than almost any other similar improvement, from the operation of the prevalent causes of embarrassment; every thing really essential to the accommodation of business has advanced steadily and without interruption. The

entire Mountain Division has been completed with double track, the more important sidings have been lengthened to 5000 feet, and at Harrisburg, Mifflin, and Pittsburgh, the double track has been extended for several miles.

In February, the last brick in the arch of the Allegheny Tunnel will be laid. This work has progressed slowly, and it was attended with many interruptions from the passage of the trains, which added considerably to the cost, but not in proportion to the advantages of keeping the track entirely unobstructed. It has now been brought nearly to a close with almost perfect exemption from accident or interruption of business.

It was a source of much gratification and an evidence of confidence that deserves to be appreciated, that while railroad securities elsewhere have been greatly depressed, those who had contracts for labor or materials on the Pennsylvania Railroad, and whose means would permit them to make the arrangement, agreed very generally to accept the stock and bonds of the Company at par in payment for work and materials at cash prices, rather than suspend operations, and a considerable amount of work has been completed on such conditions. Messrs. Lyon, Shorb & Co. agreed to furnish all the iron required for the iron bridges on the Juniata, and for buildings and other structures in the Engineer Department at cash prices, payable in the bonds of the Company at par. General Irvin, of Bellefonte, has offered to furnish all the iron required in the repair department on the same terms.

The extraordinary duration of the period of low water in the Ohio river during the past year has directed attention to the means of improving the navigation of this stream. A permanent six feet stage of water in the Ohio would place Pittsburgh at the head of the most extended inland navigation in the world and confer upon the City of Philadelphia benefits more substantial and permanent than the most lavish expenditure on western railroads could secure. The Lake trade has been supplied in a great degree from the Ohio valley; improve the navigation of this river, and the products of the extended region tributary to it

will find their cheapest outlet over the Pennsylvania Railroad and through Philadelphia.

It is not possible for Philadelphia to present sufficient inducements to divert the trade, when once afloat upon the lakes, from New York, which is its natural market, but this trade, or a large portion of it, may be secured before it reaches the lake ports, and to this object the attention of Philadelphia should be directed. It is in this connection that the completion of the trunk line to Chicago, and its operation under the control of Philadelphia influences is particularly important. This road taps all the north and south lines which constitute the feeders of the lake trade, and under circumstances which afford a reasonable prospect of diverting a large portion of it to the Pennsylvania Railroad. The relations of the Fort Wayne and Chicago Railroad with the roads west of Chicago are of the most friendly character, affording a guarantee of an extensive business from this source. I have in a former report expressed the opinion that of all our western connections this line was the most important, and this opinion has not yet been changed. By referring to the table which accompanies this Report it will be perceived that the cost of the road, completed with double track and outfit, as estimated last year, will be \$16,830,000, which exceeds the former estimate \$175,000. On the Mountain Division the cost has been increased \$45,000, chiefly owing to the increased cost of arching the Allegheny Tunnel, and not interfering with the passage of the trains. On the double track the estimate has been increased \$130,000, to include 12 miles of third track not previously estimated, 9 miles of which are completed. These two items fully explain the excess of cost.

About \$150,000 have been charged to construction by the Transportation Department, for removing slides, sloping cuts, and widening embankments, items which in former estimates it was not expected to include in the cost of the road. The treacherous character of the material found in the coal measures renders it expedient to remove much more than would be required in rocks less subject to changes from atmospheric in-

fluences, and there is no doubt that more of this work has been done than could be considered properly chargeable to maintenance of way. It is difficult at all times to draw the line where charges to Construction should cease and Transportation carry the whole burden: but I have no doubt the road is now better sloped, ditched, and prepared for business, than any other similar work at the same length of time after the commencement of operations, and such charges hereafter will no doubt cease or be reduced within very narrow limits.

I have not considered it expedient to include any new estimate for equipment. The expenditures for this object are not directed by the Engineer Department; they will be dependent upon the tonnage carried, which will be determined by the future policy of the Legislature in reference to the tax on tonnage.

It has been claimed in several official documents recently addressed to the Legislature and to the people, that the tonnage tax is the result of an agreement in the nature of a contract between the Pennsylvania Railroad Company and the Commonwealth, and that it was accepted as a consideration for valuable privileges granted to the Company. It is strange that such opinions should be entertained at the present day in the face of facts with which every one acquainted with railroad traffic should be familiar. It is certain that if the Company should confine their operations to a single track, carry only passengers, mails, and perhaps a single train of express freight, they could reduce expenses more than 50 per cent. below the present limits, and earn larger net profits than the Stockholders will probably receive from the additional business of heavy freight at low rates. The transportation of heavy freights is an accommodation to the public, not to the Company or its stockholders, as such. The road was not built for the purpose of earning large dividends; profit was but a secondary object. The primary and most important consideration was the increase of the business of our great cities, the development of the resources of the State, the protection of our citizens against rival interests. These objects are effectually defeated by the tax, and that too without the most

remote advantage to the State works. The Pennsylvania Canal is the most expensive channel of communication between the East and the West, and cannot carry heavy freights sufficiently cheap either to encourage their production or protect them from the grasp of rivals.

If the Pennsylvania Railroad Company is not permitted to carry gas coal, lumber, and similar articles, without the prohibitory tax of \$1 per ton, half a million tons of these articles must remain in the forests or the mines, which under a more intelligent policy would give employment to thousands of our citizens and add greatly to the wealth, population and resources of the State.

I have alluded to this subject thus briefly, because, if the tax is not repealed, no increase of equipment will be requisite; the road has already more than sufficient for all the business which it would be to the interest of the stockholders to accommodate, but if the tax should be repealed and permission thereby given to consult the accommodation of the public by transportation at low rates, double the present amount may not be sufficient. Any estimate at this time would be purely conjectural.

The following table has been prepared to correspond in form with those of previous reports, that the difference in the same items may be readily distinguishable. During the past year, settlement has been made of the final estimates of all the sections upon the Mountain Division with the exception of the Allegheny Tunnel, the contract for which will be entirely completed in a short time.

The following items not being included in the original estimates, are omitted in the accompanying tabular statement:

The Indiana Branch, extending from Blairsville to Indiana, the county town of Indiana County.

The cost of surveys for the Uniontown Branch.

The depot lots in the City of Pittsburgh.

The real estate in the City of Philadelphia.

ESTIMATED COST OF WHOLE ROAD, INCLUDING DOUBLE TRACK.

DIVISIONS.	NAME OF ACCOUNT.	Last Estimate.	Present Estimate	Amount Paid.	Total Estimated Cost.
Eastern Division, including Hollidaysburg Branch.	Graduation and Superstructure,	3,660,000 00	3,660,000 00	3,660,000 00	
	Engineering, - - -	145,000 00	145,000 00	145,000 00	
	Damages and Real Estate, - - -	245,000 00	245,000 00	245,000 00	
	Totals,	4,050,000 00	4,050,000 00	4,050,000 00	4,050,000 00
Mountain Division, Altoona to Viaduct, A. P. R. R.	Graduation and Superstructure,	2,660,000 00	2,660,000 00	2,638,000 00	
	Engineering, - - -	50,000 00	50,000 00	50,000 00	
	Damages and Real Estate, - - -	35,000 00	35,000 00	35,000 00	
	Totals,	2,745,000 00	2,745,000 00	2,723,000 00	2,745,000 00
Western Division, including Blairsville Branch.	Graduation and Superstructure,	3,225,000 00	3,225,000 00	3,225,000 00	
	Engineering, - - -	115,000 00	115,000 00	115,000 00	
	Damages and Real Estate, - - -	110,000 00	110,000 00	110,000 00	
	Totals,	3,450,000 00	3,450,000 00	3,450,000 00	3,450,000 00
Total Cost of Road,					
Double Track, Harrisburg to Pittsburgh.	Graduation, Superstructure, &c,	3,465,000 00	3,595,000 00	2,204,865 95	3,595,000 00
	Total Cost of Road, exclusive of outfit, Outfit as estimated last year, - - -				13,840,000 00
	Total Cost of Road, including outfit, Estimated last year, - - -				2,990,000 00
	Estimate increased.				16,830,000 00
					175,000 00

The work completed under the charge of the Engineer department during the year 1854, is as follows :

First Division, which consists of work done at Philadelphia, under the supervision of Edmund Smith, Principal Assistant Engineer. At West Philadelphia, temporary buildings have been erected for the repairs of cars and protection of the workmen. The sidings have been extended, straightened, and made to conform to a general plan for the improvement of the property ; the aggregate length of sidings at this point now amounts to 9,300 feet.

A new office has been erected for the Superintendent of the shops, from the old material from the Market Street Depot.

Surveys have been made for a coal road connection with the Gas Works and with the Delaware front, an object of much importance if the coal business is to receive encouragement.

Surveys have been made, and plans prepared, but no final decision has yet been given upon the subject, of street grades at West Philadelphia ; the whole matter, it is understood, will be referred to the Board of Surveyors to be appointed by the City Councils.

The Passenger Station, at Eleventh and Market streets, was opened for use May 20th, and has been found to be very convenient in its arrangements.

The old buildings at Thirteenth and Market streets were altered, and are now used for freight offices, for which they are well adapted.

Operations at the Depot at Thirteenth and Market streets, were commenced July 5, and the whole building was under roof Dec. 15th. The cellar under this Depot is the largest in the city, containing 32,200 square feet, with dray-ways of gentle inclination. The arrangements of this Depot are very convenient, and its size is probably larger than that of any other City Depot in the United States, containing 92,750 square feet, which is 10,580 square feet more than the Depot at Pittsburgh. The east-iron turntable planned by Mr. Smith is a very creditable piece of mechanism ; it cost but little and works admirably. The marble front

of the High School has been carefully stored away until an opportunity for selling it is afforded.

Mr. Smith, in addition to his duties as Assistant in the office, in charge of all the accounts of the department, has acted as architect, and superintended the construction of all the buildings of the Company at Philadelphia ; his varied talents and close application to business, have rendered his services of much value ; his recent appointment as Secretary of the Board, is an evidence that his qualifications are appreciated by the Directors of the Company.

The Second Division, embracing the work between Harrisburg and Altoona, has been under the charge of George R. Mowry, First Assistant Superintendent, who also acted as Principal Assistant in the Engineer Department. Mr. Mowry reports as follows :

“The double track from Harrisburg to Rockville, a distance of five miles 867 feet, has been in operation throughout the year. from this point to the Rope Ferry, below Millerstown, all operations upon the second track were stopped ; the embankment below Millerstown was finished early in the spring, and the ballasting between Millerstown and the 38th mile post, above Thompsonstown, was completed, except about $1\frac{1}{2}$ miles, which is on the ground, but requires breaking preparatory to laying the superstructure.

From the 38th to the 42d mile post, there will be an expenditure of \$7,200 required for grading and ballasting, to prepare the whole distance, from Millerstown to the bluff below Lewistown, for the superstructure.

During the fall, the second track has been laid from the 42d mile post to Mifflin, a distance of seven miles, which is now in use. There are now required but ten miles to complete the second track between Millerstown and Lewistown, a distance of $27\frac{1}{2}$ miles, the cost of which will be about \$16,000, not including the cost of the iron. I would recommend this to be finished as soon as practicable, as it is much needed for a passing place for the trains.

Between Lewistown and Huntingdon no work has been done on the second track, except to lengthen the sidings at Anderson's, McVeytown, Manayunk, Newton Hamilton, and Mill Creek; at all these places the grading and ballasting has been done for the purpose of extending the sidings (which are parts of the second track) to a mile in length.

The grading and ballasting from Huntingdon to Petersburg, except at the upper end of Huntingdon, is finished, and that yet to be done will be completed early in the spring; from Petersburg to Spruce Creek the grading and ballasting will be finished in the spring. A new double track truss iron bridge has been erected over Shaver's Creek, at Petersburg, and the truss for a double track bridge over the Juniata, at Neff's, is framed and ready for raising. By the 1st of June, the whole road may be ready for use from Huntingdon to Spruce Creek, giving a distance of thirteen miles for passing of trains.

From Spruce Creek to Krotzer's Bridge, above Tyrone City, a distance of nine miles, the grading and ballasting will be completed early in the spring; except the bridging, there is but the tail walls at the bridge at Ironsville yet to finish. An iron boiler-plate bridge, of two spans of fifty feet each, has been put up in place of the temporary bridge at Lower Tyrone, and the work nearly finished on one for the bridge at Krotzer's. The bridging on this part of the road is heavy, estimated to cost \$64,986.

The grading between Krotzer's Bridge and Altoona is now nearly completed, the embankment between Blair Furnace and Altoona being the only portion yet unfinished. The ballasting on this portion of the work is not provided for. This should be proceeded with as soon as the weather becomes settled in the spring.

New Water Stations have been erected at Susquehanna, five miles above Harrisburg; at Newport, Tuscarora, and at Blacklog, below Lewistown Narrows; a reservoir at Jackstown, and one at Mapleton. New stations will be required near Newton Ham-

ilton, at Mapleton, at Mill Creek, and at Tipton, the cost of which are included in the general estimate.

A new Passenger Station and Warehouse have been completed at Hollidaysburg, to accommodate the business at that point.

There is but one foreman's house yet to build to complete the number required for the single track."

The work under charge of Thomas Seabrook, Esq., forms a third division, extending from Altoona to the west end of the Allegheny Mountain Tunnel. It embraces the ballasting and laying of second track on the eastern slope of the mountain; the building of engine house and machine shops and hotel at Altoona; the arching of the tunnel, and the removal of loose material from the slopes. The south track on the eastern slope has been laid with a very heavy U rail of 74 lbs. to the yard, secured to the joints by splices of five feet long. It forms a very perfect track. Much credit is due to Mr. Seabrook for his success in conducting the operations at the tunnel without accident or detention of the trains.

The fourth division of the work has been under the charge of Win. W. Wright, Esq. It includes the double track operations between the west end of the tunnel and Pittsburgh, also the Indiana Branch and the buildings at Pittsburgh; $27\frac{1}{2}$ miles of second track and $2\frac{3}{4}$ miles of third track have been laid this year, making 47 miles of second track on this division.

Between Brinton's and Stewart's the grading is all done, with the exception of a small amount at Dixon's coal bank, and about half the distance ballasted. A siding 1000 feet long, at Keifer's, at the foot of the steep grade westward from Barclay's summit, is the only work that was done this season between Stewart's and Greensburg.

From Latrobe to Blairsville Intersection, with the exception of sections 44, 45 and 46, the road is ballasted and ready for the rails. On this part of the line, the work had been suspended, but as the Contractors were anxious to finish, and willing to take their pay in stock at par, they were allowed to go on and finish

it. The grading at Blairsville Branch is completed. Little has been done between the Intersection and Johnstown, with the exception of the necessary lengthening of some sidings. A short siding has been graded opposite the Cambria Iron Works, and is now ready for the rails.

The Western slope was finished on the 1st of December, and ready for the cars at that time. The heavy and expensive sloping of some of the deep cuts delayed for two or three months, the completion of this work.

Good substantial stone reservoirs, 26 feet in diameter and 12 feet high, have been built at Cresson, and at some other points. These reservoirs are located near the road, and the engines are supplied directly from them by a 6-inch pipe. Others of the same kind were commenced at Derry and Mineral Point, but the work on these was suspended in November.

The dam on Coal Run, at Irvin's, has been rebuilt, and a good dam, capable of holding a large body of water, built at Manor station.

At Florence, Summer Hill and Portage, wooden tanks were set up and temporary houses erected to protect them. At all these places there is an abundant supply of water at all seasons of the year. These additions to the supply of water were found to be indispensable. The through freight station (Duquesne Depot) at Pittsburgh, will be completed in about two months. The prevalence of the cholera here last summer delayed the work at least a month. This depot is 664 feet long and 110 feet wide, under one roof, without intermediate support; it has a double track railroad extending the whole length, a platform for drays on each side of the road, and a cellar under the whole building,

The western wing of the Machine Shop at the outer depot is completed, and has been in use since November. The Engine House will be completed in a few weeks.

One half of a brick Warehouse, 150 feet long and 40 feet wide, is just completed at Greensburg. The grading and masonry on sections 1, 2, 3, 12, 13, 14, 15 and 16, of the Indiana

Branch, are finished, and the final estimates returned. The foundations for the Station House at Indiana are in, and all the grading of depot ground required at this time, finished. The grading and masonry on the remaining sections is more than half completed.

The cost of the sections finished exceeds the original estimate, in consequence of the unusual proportion of solid rock in the cuts, the necessity of reducing the slopes and of removing slips from the side hills, and of finishing this work at a period of unusually high prices of labor and provisions.

Mr. Wright having accepted the appointment of Chief Engineer on the Memphis and Charleston Railroad, Mr. Scabróok will take charge of the remaining work on this division.

The topographical surveys for the purpose of completing accurate maps of the country contiguous to the road, have been conducted by J. P. Lesley, Esq. As this work was not urgent, leave of absence was granted to Mr. Lesley, and the operations suspended for a period of four months, during which time no expenses were incurred.

Respectfully submitted,

H. HAUPT,
Chief Engineer.

REPORT

OF THE

SUPERINTENDENT OF TRANSPORTATION.

Office of Superintendent of Pennsylvania R. R. Co.

Altoona, January 1st, 1855.

To the President and Directors of the
Pennsylvania Rail Road Company.

GENTLEMEN: The Annual Report of the Transportation Department, for the year ending December 31st, 1854, is herewith respectfully submitted.

The Total Receipts, from all sources, are as follows, viz:

From transportation of freight, motive power tolls, and tolls on individual cars, - - -	\$2,020,733 99
From Passengers on Pennsylvania Rail Road and connecting lines, - - - - -	1,153,388 60
From Emigrants, - - - - -	121,897 92
From Adams & Co.'s Express, - - -	39,914 07
From United States Mails, - - -	72,764 88
From rents of foremen and workmens' houses, &c.	21,670 86
From individuals and corporations, - -	40,240 38
From sundries, - - - - -	41,684 43
Total receipts,	\$3,512,295 13

Brought forward, \$3,512,295 13

The Total Expenses are as follows, viz:

Motive Power department, -	\$453,516 96	
Conducting transportation department, including tolls paid to Columbia, Portage, Harrisburg and Baltimore and Susquehanna Railroads, (amounting to \$618,358 88,) and tax paid the commonwealth, (\$136,479 40,) - -	1,247,623 48	
Maintenance of way department,	181,717 01	
Maintenance of cars department,	167,061 08	
	<hr/>	\$2,049,918 53
Leaving net receipts,		<hr/> <u>\$1,462,376 60</u>

The Balance Sheet is as follows, viz:

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand, January 1st, 1854, - - -	\$144,812 31	
To amount of bills during 1854,	2,011,048 06	
To amount of pay rolls, do.	1,067,142 44	
To amount of receipts from all sources, during 1854, -	3,512,295 13	
	<hr/>	\$6,735,297 94

TRANSPORTATION DEPARTMENT, CR.

By amount of—

Motive power expenses for 1854,	\$453,516	96
Conducting transportation, -	1,247,623	48
Maintenance of Way, -	181,717	01
Maintenance of Cars, -	167,061	08
Charged to construct'n & equipm't	920,578	17
Receipts from all sources for 1854,	3,512,295	13
Road and shop stock on hand Jan.		
1st, 1855, - -	252,506	11
	<hr/>	\$6,735,297 94

Detailed statements, exhibiting each item of expense, will be found accompanying, and marked as follows, viz :

Conducting Transportation, Passenger Department.

Conducting Transportation, Freight Department.

Motive Power Department.

Maintenance of Cars Department.

Maintenance of Way Department.

Construction and Equipment (in connection with Transportation Department) Eastern and Western Divisions.

A detailed statement, exhibiting each item of Receipts, will also be found accompanying and headed "General Statement," "Freight and Passenger Receipts," &c., &c.

The Reports of the First and Fifth Assistant Superintendents, the former having charge of the Road Repairs from Harrisburg to Altoona, and the latter from Altoona to Pittsburgh, embody all that I have to suggest in this department. Both these gentlemen are Civil Engineers by profession, and have (in addition to their duties in this department) been entrusted, by the Chief Engineer, with the construction of portions of the double track. the details of which will be found in his Report.

The Report of the Second Assistant Superintendent, who is entrusted with the special oversight of the Motive Power Department, also embraces the views entertained of this Department by the Superintendent, and to the suggestions therein contained.

your attention is especially invited. In addition to the tabular statements already enumerated, there will also be found accompanying this Report the following statement, furnished by the General Ticket Agent, viz :

“Annual Statement of Passenger Receipts, from each Station on Pennsylvania Rail Road, Harrisburg and Lancaster Rail Road, and Columbia Branch Railroad, and Foreign Stations, for 1854.”

“Passengers carried *from* and *to* each Station, on the Pennsylvania Rail Road, east and west, also from Foreign Stations.”

“Passenger mileage.”

From the Chief Clerk of the Freight Department,

“Statement of tonnage *from* and received *at* each station, for the year, and a statement containing general information from books of freight, of tonnage, mileage, State tax, receipts for freight, &c., &c.

From the Chief Clerk of the Motive Power Department,

“Statement of mileage and expenses of engines.”

The Reports of your Superintendent hitherto, have contained no suggestions for extending the facilities for conducting business operations at stations on the line of the Pennsylvania Rail Road, the Construction Department having in charge the erection of such buildings and other fixtures as were originally contemplated. These, in a great measure, have been completed, but the development of the local business still requires increased facilities for its accommodation.

Many points, originally considered of secondary importance for freight and passengers, may now be ranked with those of the first class, the most prominent of which are Newport, Perryville, Mifflin, Altoona and New Florence. Johnstown, also, has become of much more importance, in consequence of the extensive im-

provements of the Cambria Iron Company, at that point. I would therefore recommend to your consideration, the necessity of erecting new Freight Depots at Johnstown, Altoona, Perryville and Newport, and suggest the expediency of placing New Florence, Mifflin, Perryville, Millerstown and Newport, amongst first class agencies.

On the 15th of February, the Mountain Division of the Road was opened for the general business of the road, thus bringing the entire line of the Pennsylvania Rail Road into use. The working of this division, particularly the high gradient, has been attended with results much more satisfactory than were generally anticipated, the trains passing over it with as great regularity as upon other parts of the road.

The Assistant Superintendents, and the various officers entrusted with positions of responsibility and trust, have (with few exceptions) devoted themselves to their duties and to the interests of the Company, with a zeal that entitles them to your continued confidence, and places me under renewed obligations for their assistance in superintending and directing the affairs of this department.

All of which is most respectfully submitted,

HERMAN J. LOMBAERT,
Superintendent.

REPORT

OF THE

FIRST ASSISTANT SUPERINTENDENT.

Altoona, January 1st, 1855.

H. J. LOMBAERT, ESQ.,

Superintendent of the Pennsylvania Rail Road.

SIR:—During the past year there have been brought into use and operated as double track, that portion of the road extending from Harrisburg to the east end of the Susquehanna Bridge, a distance of five miles 867 feet, and that portion extending from near the forty-second mile post to the forty-ninth mile post, at Mifflin, a distance of 7 miles, making 12 miles 867 feet used as a regular double track road.

A majority of the sidings, which are parts of the second track, have been lengthened during the year; the following statement will show the whole amount of second track permanently laid on the eastern division, at this date:

Harrisburg to Susquehanna bridge,	-	5 miles	867 feet.
West end of Susquehanna bridge,	-		3394 "
Cove station,	- - - -	1 "	85 "
Duncannon,	- - - -		744 "
Aqueduct,	- - - -	1 "	452 "
<hr/>			
Carried forward,		8 miles	262 feet.

	Brought forward,	8 miles	262 feet.
Bailey's, - - - - -	-	1 "	433 "
Newport, - - - - -	-	1 "	68 "
Millerstown, - - - - -	-	1 "	2584 "
Thompstontown, - - - - -	-	1 "	
Tuscarora, to about fiftieth mile post,		7 "	3000 "
Lewistown narrows, - - - - -	-		1600 "
Lewistown, - - - - -	-	1 "	
Anderson's, - - - - -	-	1 "	533 "
McVeytown - - - - -	-		4900 "
Manayunk, - - - - -	-		2463 "
Newton Hamilton, - - - - -	-	1 "	
Mount Union, - - - - -	-		1937 "
Mill Creek, - - - - -	-		4960 "
Huntingdon, - - - - -	-		1321 "
Petersburg, - - - - -	-		4080 "
Spruce Creek, - - - - -	-		3073 "
Birmingham, - - - - -	-		1780 "
Tyrone, - - - - -	-	1 "	3161 "
Krotzer's, - - - - -	-		700 "
Fostoria, - - - - -	-		4591 "

30 miles 4486 feet.

The distance from Harrisburg to Altoona is 131 miles, leaving 100 miles of second track yet to lay, to complete it through the whole length of the Eastern Division.

The grading of the road between Millerstown and the bluff below Lewistown, is completed, except a short piece between Thompstontown and Tuscarora; I have estimated that \$16,000 will grade, ballast and lay the track yet required to give us a double track from Millerstown to Lewistown, a distance of $27\frac{1}{2}$ miles; as the short distance of 7 miles of double track we have from Tuscarora to Mifflin is too short to be of much practicable benefit, I would recommend to your consideration the immediate completion of that portion of the road between those points.

The following is a list of sidings proper, now laid, and the number of feet lineal that will be required upon the finishing of the double track :

			Feet laid.	Feet required.
Harrisburg,	-	-	11,400	3,600
Rockville,	-	-	500	
Duncannon,	-	-	740	260
Newport,	-	-	500	1,200
Millerstown,	-	-	1,200	
Perryville,	-	-	690	1,000
Mifflin,	-	-	3,608	3,000
Lewistown,	-	-	830	770
McVeytown,	-	-	342	258
Newton Hamilton,	-	-	190	
Mount Union,	-	-	756	244
Mapleton,	-	-	192	308
Mill Creek,	-	-	600	400
Huntingdon,	-	-	520	480
Petersburg,	-	-		1,000
Barree,	-	-	500	
Spruce Creek,	-	-	500	
Lower Tyrone,	-	-	621	
Upper Tyrone,	-	-	1,291	500
Tipton,	-	-	1,320	500
Fostoria,	-	-	615	
Bell's Mills,	-	-		500
			<hr/>	<hr/>
			26,915	14,020

There are laid at Altoona, sidings and tracks on the Company's grounds, 23,421 feet, exclusive of the double main track and Holidaysburg Branch Road.

According to instructions received from you, all the grading for the second track, between Harrisburg and Huntingdon, was suspended early in the spring, except at points where it was necessary to extend the sidings and at the bluff below Lewistown ;

this point has always been the most objectionable piece of road between Harrisburg and Altoona.

This work would have been finished by the end of the year had not the season been so sickly, that during the latter part of the summer and through the fall it was impossible to keep the necessary number of men on the work; by the first of April, at farthest, I expect to have the new track in operation.

Operations on the second track, from Huntingdon to Altoona, have been in charge of the Chief Engineer, whose report will show the progress of that work; during its progress there has been no interference in the regular business of the road, all changes of track and renewal of bridges have been done in a manner so as not to detain the trains in their regular passage over the road.

I call your attention to the immediate necessity of laying a portion of second track east of Altoona, say as far as Fostoria, a distance of eight miles; the grading of this portion of the road will, in another month, be finished, and will be ready for the ballasting throughout; the cost of finishing this portion of the second track, exclusive of the cost of iron, the cross ties being on hand, will be as follows :

Ballast,	-	-	-	-	-	\$14,200
Iron Chairs and Fastening,	-	-	-	-	-	3,500
Laying Track,	-	-	-	-	-	3,000
						<hr/>
						\$20,700

The road-bed of the first track has now become permanently settled, no labor being required to keep up the embankments; the expenditure for this purpose, for the first two or three years, was heavy, but is now entirely stopped; the expenditures for the same purpose, on the second track, will not be so large, as many of the banks were carried up to their height at the same time the first track was graded, and others have been graded for the past two years.

The ditching has become a small item in the expenditures of the maintenance of way department; a general cleaning out in

the spring and fall, and occasionally after heavy showers, is all they now require.

The ballasting that has been required has been done by the regular force upon the division; this is an item that will soon be of but small account—the road-bed once completely settled, and the ballast full to the top of the ties, no expenditure on that account will be required for years.

During the year, about 18,000 cross ties have been used in renewal; the road has been in operation about four and a half years; in that time there have been used for renewal about 28,000 cross ties, or about ten per cent. of the whole number have been renewed.

There have been about 1,000 feet of the rails removed, being worn so much that they had to be renewed; the iron is generally in a good state and stands the traffic well; the chairs prove themselves sufficiently strong—none breaking from use.

All the curves have been further secured, by using half-chairs in the middle of the outer rail, and by extra spikes.

The bridges are all in good condition, the Susquehanna bridge will require a new coat of paint as soon as the weather, in the spring, will permit; a new iron truss bridge has been erected over Shaver's Creek, and an iron boiler-plate bridge over the Juniata, at Lower Tyrone.

During the year, new sidings have been put in at the following places: at Rockville, for the accommodation of the business going on to, and coming off of the Dauphin and Susquehanna Railroad; at Robison's, below Birmingham; at Blair Furnace, and at Hollidaysburg. Nearly all the sidings along the road have been lengthened during the year.

New Water Stations have been erected at Susquehanna, five miles above Harrisburg, at Newport and at Tuscarora; the first is completed, the second one nearly so, and the third one ready for the roof; they are all in operation; there should be stations erected below Newton Hamilton, at Mapleton, at Mill Creek, and at Tipton; a reservoir has been built at Mapleton, but no pipes laid yet; a reservoir was built at Jackstown, during the

summer, which answers a better purpose than the tubs that have been in use at that place. There has been a great scarcity of water, during the summer and late in the fall, at some of the stations. With the new stations proposed to be erected, a supply of water will be obtained sufficient for the business of the road for many years.

A passenger station and warehouse, 100 feet by 30 feet, was erected at Hollidaysburg, early in the season; it was soon found that the building was not sufficiently large to accomodate the business, and an additional shed, 100 feet by 18 feet, was built. Warehouses are badly wanted at Newport, Perryville, Petersburg and Altoona.

There is but one Foreman's house to erect to complete the number necessary for the single track.

There are 26,972 cords of wood on hand, at the close of the year, being about one year's consumption.

During the year there have been no accidents or detention of trains from defective track, and but one from obstruction on the track. I am pleased to report that there have been very few causes of complaint against any of the employees of the Maintenance of Way Department for neglect of duty.

On the first of September, Mr. E. B. Pike having resigned his situation, as Supervisor on that portion of the road between Huntingdon and Altoona, Mr. Jonathan Rhule was appointed in his place. Mr. Rhule has been in the employment of the Company, with some few intermissions, since the commencement of the work, as a bridge builder, and from his knowledge of that art, is peculiarly fitted to take charge of the Division over which he has been appointed.

Messrs. McCully and Boon, Supervisors on the lower portion of the road, have spent the greater part of their lives upon railroads; their attention to their duties and devotion to the interests of the Company are so well known, that a word from me in their commendation is unnecessary.

THE FOLLOWING ARE THE
EXPENDITURES
 ON ACCOUNT OF MAINTENANCE OF WAY,
 DURING THE YEAR :

Clerks, - - - - -	\$555 00
Chairs and Spikes, - - -	345 03
Frogs and Switches, - - -	2,242 04
Incidentals, - - - - -	884 67
Iron Rail, - - - - -	17 61
Labor, Repairing Track, - -	35,546 44
Renewing Cross ties, - - -	3,036 40
Repairs, Foreman and Tool-houses, -	26 50
Repairs, Workmen's Houses, - -	340 90
Repairs, Bridges, - - - -	1,348 00
Repairs, Telegraph, - - -	90 99
Repairs, Road and Hand Cars, -	616 62
Removing Snow and Ice, - -	482 67
Stationery and Printing, - -	282 73
Superintendence and Supervisors, -	4,091 67
Taxes on Real Estate, - - -	4,127 09
Tools, and Repairs of Tools, - -	4,190 99
Oil, Tallow and Fluid, - - -	1,213 21
Watchmen and Switchmen, - -	23,359 18
Total, <u><u></u></u>	<u>\$82,797 74</u>

Respectfully submitted,

GEO. R. MOWRY,
First Assistant Sup't.

REPORT

OF THE

SECOND ASSISTANT SUPERINTENDENT.

Altoona, December 30th, 1854.

H. J. LOMBAERT, Esq.,

Superintendent Pennsylvania Railroad.

The Report of the Chief Clerk of the Motive Power Department is herewith presented, showing in detail the mileage, the cost of repairs, and the expenses of engines during the past year.

On the 31st of December, 1853, there were on the road 79 engines.

Since that date, there have been added to the stock,

4 Heavy first class Assistant Freight Engines or Pushers,
from M. W. Baldwin.

2 Heavy first class Assistant Freight Engines or Pushers,
from Ross Winans.

13 24-ton "C" Freight Engines, from M. W. Baldwin.

8 25-ton "C" " " R. Norris & Son.

2 25-ton "D" " " do. do.

5 25-ton "D" " " Smith & Perkins.

5 23-ton "C" first class Passenger Engines, from M. W.
Baldwin & Co.

Making a total of 39 Engines.

Within the year there have been sold to the Commonwealth of Pennsylvania 2 24-ton "C" Engines, and one old locomotive purchased from the Harrisburg and Lancaster R. R. Co., has been transferred to the Engineer Department P. R. R., to be used as a stationary engine.

Leaving a total of 115 engines on the road at this date.

There have been run by engines on the Western Division

469,698 miles with Freight.

243,272 miles with Passengers.

Total 712,970 miles.

There have been run by engines on the Eastern Division

454,014 miles with Freight.

323,543 miles with Passengers.

Total 777,557 miles.

Total Freight mileage, - - 923,712

Total Passenger mileage, - - 566,815

Total miles run by engines, - 1,490,527

The greatest mileage made with Passengers on the Western Division, was by engine *Kishacoquillas*, - - 33,079 miles.

The average mileage of Passenger Engines on Western Division, was - - - - 14,820 "

The greatest mileage made with Freight on the Western Division was by engine *Nineveh*, - 18,798 "

The average mileage of Freight Engines on the Western Division was - - - - 9,862 "

The greatest mileage made with Passengers on the Eastern Division, was by engine *Atlanta*, - - - 35,058 miles.

The average mileage of Passenger Engines on the Eastern Division, was - - - - 15,281 "

The greatest mileage made with Freight on the Eastern Division was by engine *Bucks*, - 21,047 "

The average mileage of Freight Engines on the
 Eastern Division was - - - - - 11,149 miles.
 Total average mileage of Passenger Engines, - 15,055 "
 Total average mileage of Freight Engines, - 10,453 "

The expense of repairing engines is much increased, by all alterations and improvements being charged to repairs; such, for instance, as

Closing the furnace ends of the Winans engine boilers;

Substituting four wheeled trucks for single leading wheels under five of the Baldwin 25-ton "D" engines, on account of difficulty in curving;

The entire re-building of two of the Norris Passenger Engines, on account of the lightness of the main frame, narrowness of main bearings, and inadequate fastening of the cylinders.

Such alterations would seem to be more properly chargeable to a Renewal or Improvement Account, as they do not result from keeping the engines in their original condition, but are improvements, and permanently increase their efficacy.

Such of the engines as have needed it have been thoroughly repaired, and they are, generally, in an excellent condition to meet the exigencies of the winter's service.

The Report of the General Car Inspector is also appended. It shows that there are now on the road, Cars as follows:

PASSENGER CARS.

36 wide Passenger Cars, adapted to the Harrisburg and Lancaster, and Pennsylvania Railroads. All of them are now in good running order.

4 built by Kimball & Gorton, and

1 built by the Pennsylvania R. R. Co., at Altoona, are new within the year.

34 narrow Passenger Cars, adapted to the Philadelphia and Columbia Railroad.

2 of the narrow cars have been destroyed during the year, and one has been sold.

One is now being altered to a wide car, at Altoona shop.

27 Emigrant Cars.

During the year one old emigrant car, bought from the Allegheny Portage R. R., was destroyed; it was not worth rebuilding. All are in good running order, except four old line cars.

BAGGAGE CARS.

15 baggage cars, with mail apartments.

9 do without do

—

Total, 24 8 wheeled baggage cars, all in good running order, except for ordinary repairs.

One baggage car, destroyed during the year, by accident, on the Philadelphia and Columbia Rail Road, has been replaced by a new car built at the West Philadelphia Repair Shop.

FREIGHT CARS.

8 wheeled House Cars, -	-	1053
4 wheeled do -	-	109
8 wheeled Stock, -	-	105
8 wheeled Iron Trucks,	-	102
8 wheeled Wood do -	-	46
4 wheeled Coal Cars, -	-	90
		<hr/>
Total, 4 wheeled cars,	-	2,811

These cars are generally in good running order, many of them have been thoroughly repaired and repainted during the year.

Twenty-six of the 8 wheeled House Cars have shutters, and are arranged for carrying horses or other live stock eastward, and general merchandise westward.

Since last report, new cars have been added to the stock as follows:

8 wheeled House Cars, -	-	27
4 wheeled Coal Cars, -	-	62
8 wheeled Wood Trucks, -	-	5
		<hr/>
Total, 4 wheeled cars, -	-	126

Of which

34 were built at the Company's Shop at West Philadelphia.

36	do	do	Altoona.
28	do	do	Harrisburg.
6	do	do	Mifflin.
22	do	by contract.	

Cars have been rebuilt at the Company's Shops during the year to replace cars worn out or destroyed, as follows:

At West Philadelphia,

8 wheeled House Cars, -	-	3
4 wheeled do -	-	3
		<hr/>
Total, 4 wheeled cars, -	-	9

At Pittsburgh,

8 wheeled House Cars, -	-	7
4 wheeled House Cars, -	-	3
8 wheeled Stock Cars, -	-	1
8 wheeled Iron Cars, -	-	1
4 wheeled Coal Cars, -	-	2
		<hr/>
Total, 4 wheeled cars, -	-	23

At Harrisburg,

4 wheeled House Cars, -	-	2
8 wheeled Wood Trucks, -	-	6
		<hr/>
Total, 4 wheeled cars, -	-	14

	Brought forward,	46
At Altoona,		
8 wheeled House Cars, - -		26
4 wheeled House Cars, - -		4
8 wheeled Stock Cars, - -		1
8 wheeled Iron Cars, - -		7
4 wheeled Coal Cars, - -		1
		<hr/>
4 wheeled ears,		73
At Mifflin,		
8 wheeled Wood Trucks, - -		3
Total, 4 wheeled ears, - -		6
		<hr/>
Total, - - -		125

ENGINE HOUSE AND MACHINE SHOPS.

At Dillerville, a frame extension of the Engine House has been made to give shelter to the increased number of engines running to that point.

HARRISBURG SHOP.

A new line of main shafting and new floor in the Machine Shop, together with a brick extension of the Smithy, have much increased the facilities for doing repairs at this point; the large turn-table has been re-modeled and rebuilt, and is now a very permanent structure.

An addition to the present building, for an office and store room, is earnestly recommended, the present office is partitioned off from the engine house, and is nearly untenable in summer on account of the smoke and dust.

MIFFLIN SHOP.

The Tools and Machinery here are all in good order; a 30 inch lathe and double drilling machine have been added during the year. The Engine House is large enough for our present wants.

A separate building for the Smithy would make the Machine Shop much more commodious and comfortable. Much inconvenience is experienced here from want of accommodation for the employees of the Company.

SPRUCE CREEK.

An Engine House and Turn-table, for the use of wood train engine, have been erected here during the past year.

ALTOONA SHOP.

The shops at this place have been still further extended, and new tools added since last report. A new Engine House, containing stalls for 26 engines, was brought into use early in the Autumn, giving a very desirable shelter to most of the engines lying over at this point. A new Smithy, containing 18 forges, has been completed; the new Foundry and extension of the Machine Shop are finished; the latter is used at present as a shop for painting Passenger Cars.

Early in the spring the erecting shop will be ready, relieving the present machine shop from much of the heavy work which now crowds and encumbers it.

A two span double track, wrought and cast iron truss bridge, for Shaver's Creek; a three span, boiler plate bridge, for the Little Juniata at Lower Tyrone, and a three span boiler plate bridge, for the Little Juniata, at Krotzer's, have been built here during the year.

The want of an increased number of dwelling houses, at this place, still exists—in consequence of this scarcity, rents (except of the houses built by the Company) are enormously high; this state of things operates very seriously against the interests of the Company.

CONEMAUGH.

The engine house, at this place, is small, and if the road is to be operated as at present, it is very desirable to increase the means of doing repairs, and furnish shelter for more engines

than can be accommodated there at present. The erection of a small machine shop would vacate two stalls in the engine house that are now occupied as a repair shop. A temporary shed has been built to protect, during the winter, such engines as would otherwise be obliged to stand exposed.

The want of suitable accommodation for the train hands, is also very much felt at this station.

PITTSBURGH.

The addition to the machine shop here, has very much increased the means of repairing engines and cars at this point. The completion of the addition to the engine house (now under roof) will give such additional shelter for engines, as is now very much needed; the engine house, when completed, will house forty-four engines.

SNOW PLOUGHS.

There are on hand, one large snow plough on wheels, and twelve to be attached to engines, when needed. All the snow ploughs are in good order.

The motive power, and the means of keeping it in repair, have been much increased since last report, and I have to acknowledge my indebtedness to the employees of the Company, in this department, for the ability and efficiency with which they have assisted me in performing its duties.

Respectfully submitted,

ENOCH LEWIS,

Second Assistant Sup't P. R. R.

R E P O R T

OF THE

FIFTH ASSISTANT SUPERINTENDENT.

Altoona, January 1st, 1855.

HERMAN J. LOMBAERT, ESQ.,

Superintendent of the Pennsylvania Railroad.

DEAR SIR:—My connection with the Maintenance of Way on the whole Western Division is from April 1st, but from Altoona to the Big Viaduct, I took charge of this Department from February 15th, at the opening of the road over the mountain.

It being considered very desirable that the Mountain portion of the road should be opened at as early a day as possible, at a period when labor was very scarce and high, in order to accomplish it, many of the cuts were left by the Contractors of the heavy Sections imperfectly sloped; in consequence of which we suffered severely from slips on the Eastern slope of the Mountain, and near Summerhill and Wilmore Stations; in order to secure these slopes, floating gangs have been required from the first of March until about a month since; these places now are so far secured that I do not anticipate any difficulty from them in the Spring.

Additional sloping is required at a number of other cuts on the Eastern slopes, but the amount of work now necessary to

make the Mountain Work safe and permanent, is much less than we have already expended upon it, since the opening of the road.

Much credit is due to the Contractor and Workmen in the Allegheny Tunnel (nearly the whole of the Brick Masonry of which and about one-half of the Stone Masonry remained to be done after the opening of the road) for the care and precaution they have used; no accident having occurred to the trains which was the result of any obstruction or neglect on their part. Careful Watchmen are constantly stationed there, and the roof of such portions as were at all doubtful, have been frequently examined. All the worst places are now secured by arching, and in six weeks I hope to have the work entirely completed.

The side Hills along Laurel Hill and Chesnut Ridge have always given great trouble from the frequent slips which have occurred in soft weather in the Winter and Spring; frequently causing very serious accidents and detentions to the Trains. This portion of the road heretofore has required a large number of Watchmen; (in wet weather all the road hands have been employed as Watchmen.) During this Summer and Autumn floating gangs have been engaged in sloping and securing the most dangerous places, by taking down the rocks and loose materials which would be likely to be thrown down by the action of the frost and wet weather. This part of the road can now be used with much greater safety, and a large number of Watchmen dispensed with.

The embankments at Greensburg, which have always been a source of great trouble, received my early attention; from a thorough examination made of them, I have come to the conclusion that the slips are not occasioned by the nature of the ground upon which they are placed, but the character of the material of which they are made and the manner of making the banks. Nearly all the material placed in these banks by the Contractors was a slippery limestone clay, many acres of which was ploughed up and carted into the embankments. The banks were originally made of single track width, and these, after the settlement and

shrinkage took place, required raising and widening for even single track purposes; and as soon as any additional material of the same kind was placed on the slopes, the trouble commenced, and a portion of original bank slid down with it. This evil was greatly increased when the contract work for second track was commenced, the same kind of limestone clay being carted on by the Contractors, carrying away large portions of the original bank, in many cases to a distance of fifty feet beyond the proper foot of the slopes. To remedy the evil and insure the building of the remainder of the bank permanently, I have dug a deep trench outside of the foot of the slope, in whatever material may be found (either rock or clay) which is closely timbered on the outside and filled with rock; the material (all of which is rock or slate) which is dumped down above, is thrown to the bottom, and the bank built from bottom to top; as this abuts against the outside of the deep ditch and has a very flat slope, I think, when built, it will make a permanent embankment.

The cuts along Brush Creek, owing to the variable and decomposable character of the rock, and frequent seams of fire clay, have given much trouble from falls, and will continue so until properly secured; many of the cuts can be secured by taking out the fire clay, and underpinning the rock.

The original ballast between Brush Creek and Pittsburgh, was pretty generally slate; this was crushed by our heavy Locomotives passing over it, and in wet weather ground into mud, making a very bad road bed; a considerable portion of this has been removed during the present season, and its place supplied with good sandstone; in other places where there was a deficiency of ballast it has been supplied, and the road bed is now in very good condition.

The Greensburg Tunnel will require arching, a number of small falls have taken place in it this winter. I have had it thoroughly examined, the loose material taken down and the roof keyed up with wedges, so that I think it will stand until Spring. Owing to the long continued drought this Summer and Autumn we have suffered for want of water along the road, some of the

old water stations have been improved and five new ones constructed, so that the coming season we will be much better prepared for a drought.

A considerable quantity of Iron has given out and been replaced,—that from the Safe Harbor Works wears the best; the Danville Iron laminates, and that from Brady's Bend, owing to the head of the rail not being properly welded to the shank, in many cases it caps and has to be removed; where the Brady's Bend Iron is properly welded, it wears better than either the Safe Harbor or Danville iron. Half a mile of Track of Phoenixville Iron, weighing 74 lbs. to the yard, laid with wrought iron splices, is the most perfect piece of road we have; there is not an imperfect bar in the whole of it, and the cost of repairs has not been half of that on other parts of the road. All our worst curves are now secured by half chairs, and are double spiked.

We have a good supply of wood on hand at present, about 14,000 cords, the greater part of which is seasoned.

The road is now generally supplied with good foremen, sober, industrious and trustworthy men, who feel an interest in the work, and attend faithfully to their duties. I would recommend a system of premiums to be awarded to the men who keep their divisions in the most perfect order and free from accidents, in order to stimulate them to greater diligence, and call forth a spirit of emulation; giving them a substantial reason to know, that their well doing will be crowned with success.

In conclusion, it gives me much pleasure to bear testimony to the faithful and efficient services rendered by the Supervisors; they are all good men, well qualified for their duties, and have served the Company with great fidelity; the interest of the Company is attended to by them as if it was their own.

Respectfully submitted,

(Signed)

THOS. SEABROOK,

Fifth Assistant Sup't.

ANNUAL REPORT, 1854.

GENERAL STATEMENT.			CR.	
DR.	TO AMOUNT OF RECEIPTS		BY AMOUNT OF EXPENDITURES IN	
	From Freight at Stations, - -	\$1,965,023 58	Conducting Transportation, Passenger Department, - - - -	\$399,764 24
"	" Tolls on Individual Cars, -	46,863 62	Conducting Transportation, Freight Department, - - - -	847,859 24
"	" Harrisburg and Lancaster R. Road Co., for Motive Power, - - - -	8,846 79	Motive Power Department, - - - -	453,516 96
"	" Sundries, - - - -	5,877 56	Maintenance of Car Department, - -	167,061 08
"	" First Class Passengers, -	1,153,388 60	Maintenance of Way Department, -	181,717 01
"	" Emigrant Passengers, -	121,897 92		\$2,049,918 53
"	" Adams & Co.'s Express, -	39,914 07		
"	" Carrying U. S. Mails, -	72,764 88		1,462,376 60
"	" Rents, - - - -	21,670 86		
"	" Individuals and Corporations, - - - -	40,240 38		
"	" Sundry Sources, - - - -	35,806 87		
		\$3,512,295 13		\$3,512,295 13

THOS. R. DAVIS,

Ch. Clerk Trans. Department.

No. 2.

ANNUAL REPORT, 1854.

Detailed Statement of Receipts, from all sources, for the year ending December 31.

FREIGHT RECEIPTS.					PASSENGER RECEIPTS.														
					Columbia Railroad Line.					Columbia Branch Railroad.					Harrisburg and Lancaster Railroad.				
DATE.	From Freight at Stations.	Tolls on Indi-vidual Cabs.	From Indl.&Co. Motive Power.	From Sundry Sources.	TOTALS.	From First Class Pas-sengers.	From Emigrant Pas-sen-gers.	For Carrying U. S. Mails.	TOTALS.	From First Class Pas-sengers.	From Emigrant Pas-sen-gers.	For Carry-ing U. S. Mails.	TOTALS.	From First Class Pas-sengers.	From Emigrant Pas-sen-gers.	For Carrying U. S. Mails.	TOTALS.		
Jan.,	184,297 37	1,762 24	903 02	1,833 83	188,796 46	5,253 63	2,794 10	1,229 16	9,276 89	921 07	560 44	67 92	1,549 43	7,154 30	406 02	301 10	600 00	8,461 62	
Feb.,	208,477 68	2,801 53	863 12	671 02	212,813 35	6,534 41	1,013 29	1,229 16	8,776 86	813 10	228 64	67 92	1,109 66	7,027 51	113 34	453 62	600 00	8,194 47	
Mar.,	334,538 89	3,038 05	903 72		338,480 66	9,856 47	1,333 81	1,229 16	12,419 44	1,584 55	303 28	67 92	1,957 75	12,469 09	170 58	589 34	600 00	13,829 01	
April,	176,711 84	3,037 91	842 54	471 46	181,063 75	8,589 72	2,482 42	1,229 16	12,301 30	1,492 77	535 20	67 92	2,095 89	11,355 58	251 72	299 10	600 00	12,536 40	
May,	132,711 48	3,976 32	756 59		137,474 39	8,976 24	3,783 37	1,229 16	13,988 77	3,608 27	781 89	67 92	4,458 03	12,456 40	403 95	626 22	600 00	14,086 57	
June,	101,793 93	3,122 57	836 47	1,503 69	107,256 66	7,938 57	2,436 29	1,229 16	11,604 02	966 37	514 35	67 92	1,548 64	10,030 22	269 37	244 08	600 00	11,143 67	
July,	88,005 96	3,108 73	388 01		91,502 70	6,813 44	2,310 16	1,229 16	10,352 76	1,041 29	472 31	67 92	1,581 52	9,115 81	250 25	378 15	600 00	10,344 21	
Aug.,	166,388 45	3,411 61	548 10	759 02	170,107 18	8,322 08	3,021 41	1,229 16	12,572 65	1,162 17	627 02	67 92	1,857 11	10,462 47	386 77	359 98	600 00	11,809 22	
Sept.,	153,493 02	4,783 56	656 51		158,933 09	10,797 15	2,486 63	1,229 16	14,512 94	1,768 95	513 76	67 92	1,290 63	12,010 05	270 03	359 98	600 00	13,240 06	
Oct.,	169,076 14	4,505 17	643 63		174,224 94	10,663 76	3,127 15	1,229 16	15,020 07	964 40	661 95	67 92	1,694 27	11,637 26	341 97	484 80	600 00	13,064 03	
Nov.,	141,186 76	6,413 69	695 17		148,295 62	6,393 68	2,292 42	1,229 16	9,915 26	1,074 60	476 97	67 92	1,619 49	9,109 60	254 34	357 85	600 00	10,321 79	
Dec.,	109,342 06	6,902 24	779 91	638 54	117,662 75	5,446 06	1,892 12	1,229 16	8,567 34	1,080 70	365 86	67 92	1,514 48	7,490 74	193 62	353 36	600 00	8,637 72	
Totals,	1,965,023 58	46,863 62	8,846 79	5,877 56	2,026,611 55	95,585 21	28,973 17	14,749 22	139,308 30	15,418 19	6,043 67	815 04	22,276 90	120,319 03	3,342 16	4,807 58	7,200 00	135,668 77	

Detailed Statement of Receipts—Continued.

PASSENGER RECEIPTS.																		
Pennsylvania Railroad—East Division.							Allegheny Portage Railroad.				Pennsylvania Railroad, West Division.			Miscellaneous.				
DATE.	From First Class Passengers.	From Emigrant Passengers.	From Adams' Express.	For Carrying U. S. Mails.	TOTALS.		From First Class Passengers.	From Emigrant Passengers.	For Carrying U. S. Mails.	TOTALS.		From Adams & Co.'s Express.	For Carrying U. S. Mails.	TOTALS.	From Rents.	From Individuals and Corp'ns.	From Sundry Sources.	TOTALS.
Jan.,	26,446 96	4,580 21	1,845 53	2,283 33	35,156 02		6,253 83	907 63	450 00	7,611 46		1,211 27	1,433 33	23,011 09	813 88	515 19		275,192 04
Feb.,	50,835 81	2,729 66	2,052 03	3,941 66	59,559 16		3,300 19	137 28	225 00	3,662 47					1,581 63	1,959 77		297,657 37
Mar.,	92,365 02	4,491 57	4,353 83	4,166 66	105,377 08										723 95	2,708 99		475,496 88
April,	84,969 55	7,433 81	2,692 01	4,166 66	99,262 03										967 05	5,662 69		313,889 11
May,	95,051 19	10,337 05	3,914 73	4,166 66	113,469 63										735 28	2,391 23		294,224 73
June,	73,138 21	6,166 94	2,170 15	4,166 66	85,641 96										732 22	5,936 71	7,620 83	223,863 88
July,	71,929 55	6,152 98	1,950 16	4,166 66	84,199 35										1,085 13	2,800 07		201,865 74
Aug.,	81,147 26	8,648 04	2,692 68	4,166 66	96,654 64										1,245 55	1,951 90		303,370 76
Sept.,	79,959 97	6,869 72	2,692 68	4,166 66	93,689 03										751 55	2,040 39		289,230 85
Oct.,	99,527 67	9,193 19	3,937 69	4,166 66	116,825 21										1,064 55	2,970 55		324,863 62
Nov.,	80,918 00	7,769 33	2,810 38	4,166 66	95,664 37										1,380 42	4,155 55		271,352 50
Dec.,	59,112 19	4,865 80	2,783 35	4,166 66	70,928 00										10,589 65	7,148 24	19,239 47	244,257 66
TOTALS.	895,401 37	79,278 30	33,895 22	47,891 59	1,056,426 48		9,554 02	1,044 91	675 00	11,273 93		1,211 27	1,433 33	23,611 09	21,370 86	49,240 38	35,806 87	\$3,512,295 13

THOS. R. DAVIS,

Chief Clerk Transportation Department,

P. R. R. Co.

No. 3.

ANNUAL REPORT, 1854.

STATEMENT,

Showing Monthly Totals of various Class Receipts of Pennsylvania Railroad and Connecting Roads, throughout the year 1854.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<i>Freight Receipts.</i>													
From Freight at Stations, - - -	184297	37 208477	68 334538	89 176711	84 132711	48 101793	93 88005	96 165388	45 153493	02 169076	14 141186	76 109342	06 1,965,023
Tolls on Individual Cars, - - -	1762	24 2801	53 3038	05 3037	91 3976	32 3122	57 3108	73 3411	61 4783	96 4505	17 6413	69 6902	24 46,863
Harris & Lan. R.R. Co. for Mot. Power	903	02 863	12 903	92 842	54 786	59 836	47 388	01 548	10 656	51 643	63 695	17 779	91 8,846
Sundries, - - - - -	1833	83 671	02 671	46 471	46 7320	60 1503	60 1503	02 739	02 739	02 739	02 739	02 739	02 5,877
<i>Passenger Receipts.</i>													
From First Class Passengers, - - -	63140	56 68511	02 116275	13 106307	62 120092	05 92073	37 88900	09 101093	98 103476	12 122793	09 97495	88 73129	69 1,133,388
Emigrant Passengers, - - -	12504	31 4222	21 6301	24 10733	15 15206	26 9386	95 9185	70 12683	24 10140	14 13324	26 10793	06 7317	40 121,897
Adams & Co.'s Express, - - -	3357	90 2505	65 4943	17 2391	11 4540	95 2414	23 2328	31 3052	60 3052	66 4422	49 3168	23 3136	71 39,914
Carrying U. S. Mails, - - -	6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 6063	74 72,764
<i>Miscellaneous Receipts.</i>													
From Rents, - - - - -	813	88 1581	63 723	95 967	05 735	28 5732	22 1085	13 1245	55 751	55 1094	55 1380	42 10539	65 21,670
Individuals and Corporations, -	515	19 1959	77 2708	99 5662	69 2391	23 5936	71 2800	07 1951	00 2040	39 2970	55 4155	55 7148	24 40,240
Sundries, - - - - -	275192	04 297657	37 475496	86 313889	11 294224	73 223863	88 201865	74 303370	76 286230	85 324863	62 271352	50 244287	65 35,806
													13 295

THOS. R. DAVIS, Ch. Clerk Transp'n Departm't.

No. 4.

ANNUAL REPORT, 1854.

STATEMENT SHOWING THE MONTHLY EXPENDITURE

In Motive Power, Conducting Transportation, Maintenance of Cars, Maintenance of Way Departments, for year ending December 31.

DATE.	MOTIVE POWER DEPARTMENT.	CONDUCTING TRANSPORTATION DEPARTMENT.			MAINTENANCE OF CARS DEPARTMENT.	MAINTENANCE OF WAY DEPARTMENT.	TOTALS.
		Passenger.	Freight.	Totals.			
January, - - -	26841 64	30328 82	68169 19	98498 01	11709 70	11524 48	\$148573 83
February, - - -	29992 45	26008 91	66425 49	92434 40	12246 31	14030 96	148704 12
March, - - -	39593 14	36211 12	98092 29	134303 41	15636 11	17052 38	206585 04
April, - - -	41129 36	35132 54	69780 04	104912 58	13746 27	15051 70	174839 91
May, - - -	37267 50	40343 17	48144 78	88487 95	15209 46	16074 57	157039 48
June, - - -	38897 43	32546 90	49371 47	81918 37	13753 37	16662 40	151231 57
July, - - -	35687 59	31003 24	123225 99	154229 23	12454 68	16169 99	218541 49
August, - - -	34221 33	32275 45	57951 38	90226 83	14739 48	15666 82	154854 46
September, - - -	33861 04	30715 96	48170 08	78886 04	14579 50	15206 72	142533 80
October, - - -	38247 22	41687 17	59994 75	101681 92	13132 12	15100 94	168162 20
November, - - -	40682 97	30754 18	47360 92	78115 10	15909 48	17097 54	151805 09
December, - - -	57095 29	32756 78	111172 86	143929 64	13944 60	12078 51	227048 04
Totals, - - -	453516 96	399764 24	847859 24	1,247,623 48	167061 08	181717 01	2,049,918 53

THOS. R. DAVIS, Ch. Clerk Transportation Department.

No. 5.
ANNUAL REPORT, 1854.
STATEMENT OF EXPENDITURES FOR THE YEAR ENDING DECEMBER 31.

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION DEPARTMENT.		Motive Power Department.	Maintenance of Cars Department.	Maintenance of Way Department.	TOTALS.
	Passengers.	Freight.				
Advertising, - - - - -	6114 88	4162 17				10277 05
Agents, Station, - - - - -		10455 21				10455 21
Agents, Ticket, - - - - -	12069 00					12069 00
Baggage Masters, - - - - -	7374 15					7374 15
Brakemen, - - - - -	15822 20	69197 51				85019 71
Bridges, Repairs of - - - - -					1634 77	1634 77
Car Furniture and Fixtures, - - - - -	3810 01	2999 69				5909 70
Cars, Cleaning and Inspecting, - - - - -	7741 44	4728 72				12470 16
Cars, Repairs of Passenger and Baggage, - - - - -				50547 45		50547 45
Cars, Repairs of Freight, - - - - -				112099 28		112099 28
Cars, Repairs of Ballast and Wood, - - - - -				1217 82		1217 82
Cars, Repairs of Road and Hand, - - - - -				1192 09		1192 09
Chairs and Spikes, - - - - -				418 75		418 75
Clerks, - - - - -	4292 63	36789 76	19874 47	575 00		41637 39
Coal, - - - - -						19874 47
Columbia Railroad Line, - - - - -	6259 66					6259 66
Conductors, - - - - -	16690 05	23933 92				40623 97
Cotton Waste, - - - - -			4244 24			4244 24
Cross Ties and Sills, - - - - -					3541 91	3541 91
Car Shops and Sheds, Repairs of, - - - - -				42 90		42 90
Dispatcher, - - - - -		9218 56				9218 56
Engineer and Firemen, Passenger Department, - - - - -			24189 78			24189 78
Engineer and Firemen, Freight Department, - - - - -			52307 34			52307 34
Engine House, Machine Shops, Truck, &c., Repairs of, - - - - -			3286 27			3286 27
Fluid, - - - - -			1852 54			1852 54
Foremen and Tool Houses, Repairs of, - - - - -	5884 34	14846 50			49 03	49 03
Foreign Agencies, - - - - -						20730 84
Frogs and Switches, - - - - -	4616 49	2044 65	614 35	35 76	2761 21	2761 21
Fuel and Light, - - - - -	9880 39	25121 91	6134 19	1863 94	2201 59	7311 25
Incidentals, - - - - -			40240 38			45902 02
Individuals and Corporations, - - - - -						40240 38
Iron Rails, - - - - -					17 61	17 61

Labor Repairing Truck,	-	-	-	41000 05	24357 82	98200 97	46480 57
Laborers,	-	-	-	-	107383 89	-	93299 97
Locomotives, Repairs of,	-	-	-	-	-	-	24357 82
Loss and Damage,	-	-	-	-	-	-	107383 29
Mail Tolls and Expenses,	-	-	-	-	-	-	47993 34
Oil,	-	-	-	-	-	-	21531 04
Oil, Tallow and Sponges, etc.,	-	-	-	-	17064 20	1208 78	17064 20
Shop Rent,	-	-	-	-	500 02	200 00	10848 34
Snow and Ice Removing,	-	-	-	-	-	-	700 02
Stationery and Printing,	-	-	-	-	618 35	1938 29	1338 29
Stations, Repairs of, Rent and Furniture,	-	-	-	-	9047 78	539 16	14100 94
Superintendence and Supervisors,	-	-	-	-	2016 66	7917 23	15784 76
Tallow,	-	-	-	-	3518 95	-	14625 56
Tax, State,	-	-	-	-	-	-	3518 95
Taxes on Real Estate,	-	-	-	-	136479 40	-	136479 40
Tanning,	-	-	-	-	16270 19	4733 95	4733 95
Telegraph Expenses,	-	-	-	-	1562 86	-	23244 14
Telegraph, Repairs of,	-	-	-	-	-	255 35	3195 91
Tolls, Baltimore and Susquehanna Railroad,	-	-	-	-	37111 43	-	255 35
Tolls, City Railroad,	-	-	-	-	4052 93	-	37111 43
Tolls, Harrisburg and Lancaster Railroad,	-	-	-	-	79401 68	-	4084 38
Tolls, State,	-	-	-	-	262355 07	-	182205 87
Tools and Machinery, Repairs of,	-	-	-	-	-	1053 93	391257 20
Watchmen and Switchmen,	-	-	-	-	11120 66	5602 08	17866 67
Water Stations, Expenses of,	-	-	-	-	11280 19	-	64049 54
Water Stations and Fixtures, Repairs of,	-	-	-	-	11300 60	53360 35	64049 54
Wood and Hauling Wood,	-	-	-	-	505 95	-	11300 60
Wood, Labor Preparing,	-	-	-	-	90059 68	-	595 95
Workmen's Houses, Repairs of,	-	-	-	-	20937 08	-	90059 68
Legal Department,	-	-	-	-	-	340 90	20937 08
Totals,	-	-	-	-	851 50	340 90	340 90
	3305 43	3997 04 24	847859 24	453516 96	167061 08	181717 01	4156 93
							\$2,049,918 53

RECAPITULATION.

Conducting Transportation, Passenger Department,	-	-	-	-	\$393,764 24	
Do Freight	-	-	-	-	847,859 24	\$1,247,623 48
Motive Power Department, chargeable to Freight,	-	-	-	-	\$281,241 00	
Do do Passengers,	-	-	-	-	172,275 96	452,516 96
Maintenance of Cars Department,	-	-	-	-		167,061 08
Maintenance of Way do chargeable to Freight,	-	-	-	-	\$111,246 30	
Do do Passengers,	-	-	-	-	70,370 71	181,717 01
Total,	-	-	-	-		\$2,049,918 53

THOS. R. DAVIS, Ch. Clerk Transp'n Departm't.

No. 6.

ANNUAL REPORT, 1854.

MILEAGE AND EXPENSES OF ENGINES—EASTERN DIVISION.

ENGINES.	BUILDERS.	Placed on Road.	Number Drivers.	Size of Drivers.	Weight.	Weight on Drivers.	Miles Run.			Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 miles run of			REMARKS.		
							Passenger Trains.	Freight Trains.	Total.				Repairs.	Fuel.	Oil, Tallow, Fluid & waste.		Total Cost.	
Atlanta,	Seth Wilmarth,	Nov., 1852	4	6			35058	78	35136	2322	52	2558	27	408	35	6	61	In the shop, in consequence of severe accident, Dec. 25.
Antelope,	"	Oct., 1852	4	6			27595	27595	2814	23	1997	20	396	92	10	20	7	In good order; has had two new driving wheels.
Armstrong,	M. W. Baldwin,	Dec., 1850	4	5	3867.5	22873	8718	2060	10778	776	08	1051	97	142	25	7	23	In the shop, receiving general repairs.
Allegheny,	"	July, 1850	4	6	4527.5	25825		16165	16165	839	33	1875	15	195	56	5	21	In good order; had new tyres, and been thoroughly repaired.
Adams,	"	Sept., 1852	4	6			84	19573	19657	595	05	2118	78	336	92	3	03	Do
Butler,	"	Jan., 1853	4	5	3867.5	22875	15365	1766	17130	414	01	1634	74	250	17	2	42	In running order: drivers need turning off.
Beaver,	"	Sept., 1850	8	3	843350	43506		10182	10182	636	12	1717	35	150	71	6	29	In good running order; had one new cylinder.
Blair,	"	Sept., 1849	4	6	4017.5	21000	1587	2615	4202	288	57	351	52	72	35	6	87	In running order.
Bucks,	"	Sept., 1853	4	6				21047	21047	730	28	2305	16	385	37	3	47	In the shop, undergoing slight repairs.
Blazing Star,	M. W. Baldwin & Co.	June, 1854	4	5			20590		20590	792	85	1264	01	269	61	3	84	In good order.
Cambria,	R. Norris & Bro',	Jan., 1850	4	6	4082.5	25320	13590	4244	17834	483	10	1763	70	187	19	2	71	Do
Carlton,	M. W. Baldwin,	July, 1850	4	4	4527.5	25825	6172	6936	13108	508	09	1129	95	188	00	3	87	In running order.
Clinton,	"	Sept., 1850	4	4	643900	26200		18077	18677	643	36	1937	03	157	49	3	96	In the shop, under general repairs; will soon need new tyres.
Columbia,	"	Sept., 1850	4	4	643900	26200	446	14653	15099	1051	62	1766	06	195	23	6	96	In good order; thoroughly repaired.
Centre,	"	Dec., 1850	4	4	45900	26200		16575	16575	744	06	1873	97	232	93	4	50	Do
Chester	"	Oct., 1853	4	6			16328	16328	787	51	1555	93	315	25	25	4	83	Do
Charbon,	"	Oct., 1853	4	6			20132	20132	885	96	1574	92	339	75	4	40	9	Do
Cyclops,	Ross Winans,	Feb., 1853	8	3			44	6213	6257	3202	50	555	81	143	76	51	65	thoroughly repaired, furnace end closed, and had new set chilled drivers.
Chamois,	M. W. Baldwin & Co	June, 1854	4	5			21384	72	21456	374	77	1700	99	254	03	1	75	Do
Eagle,	Seth Wilmarth,	April, 1853	4	6	44800	25400	23250	272	23522	2124	85	1961	88	320	07	9	04	Do
Erie,	M. W. Baldwin,	Oct., 1850	4	4	64800	25400	166	15406	15572	821	69	1691	49	232	93	5	30	Do
Elk,	"	Oct., 1850	4	6	30650	16730		17479	17479	996	33	2116	49	226	73	5	72	Do
Franklin,	"	Oct., 1849	4	6			690	12177	12177	383	67	1404	97	160	21	3	17	Do
Forest,	"	Oct., 1853	4	6				16061	16751	638	00	1480	33	338	28	3	82	Do
Fulton,	"	Nov., 1853	4	6	46400	27640	84	20330	20414	741	39	1464	40	386	54	3	63	In tolerable order.
Fayette,	"	Feb., 1852	4	4	46400	27640		17816	17816	612	10	2182	01	284	48	3	43	Do
Greene,	"	Mar., 1852	4	4	46400	27640		10421	10421	742	80	1212	58	198	26	7	14	In tolerable order; tyres will soon need renewing.
Gazelle,	M. W. Baldwin & Co.	July, 1854	4	5			16236		16236	437	67	975	39	188	46	2	70	Needs general repairs.
																6	02	In good order; new.

M. W. Baldwin,	Nov., 1849,	44	6 45275 258251	116300	182 16	899 81	1229 53	1 57	7 761	11 10	44	In tolerable order.	
"	Nov., 1849	44	6 45275 258251	18882 18882	893 77	2051 71	227 22	5 23	10 851	26 17	34	In good order; thoroughly repaired; new tyres.	
"	Jan., 1854	44	6 45275 258251	916 916	7 94	103 71	33 40	88 11	52 3	71 16	11	Sold to the Commonwealth, March 1, 1854.	
"	Jan., 1854	44	6 45275 258251	1779 1779	44 38	273 99	39 37	2 61	15 222	18 20	01	Do do do	
"	Mar., 1852	44	6 46400 27640	10961 10961	434 59	1307 33	147 50	3 98	11 991	35 17	32	In the shop, receiving general repairs, tyres thin.	
"	Sept., 1849	26	44800 25300	686	2903 3589	439 94	357 02	52 91	12 56	9 921	47 23	95	Do being rebuilt.
M. W. Baldwin & Co.	Jan., 1854	44	6 45275 258251	18274 18274	952 17	1260 95	329 07	5 23	6 901	80 13	93	In good order; new.	
"	April, 1854	44	6 45275 258251	12824 12824	366 97	1082 76	204 45	2 86	8 461	60 12	92	Do do	
"	April, 1854	44	6 45275 258251	12232 12232	392 94	684 66	204 64	3 22	5 521	68 10	42	Do do	
"	April, 1854	44	6 45275 258251	6786 6786	799 56	473 58	152 97	11 93	6 962	23 21	14	Do had severe accident.	
M. W. Baldwin,	April, 1852	45	47400 28600	18084	588 18672	1328 55	1452 20	217 93	7 14	7 811	17 16	12	Do been thoroughly repaired.
"	Pike,	44	120	1510 1630	59 79	89 70	45 93	3 73	5 612	77 32	21	Do new.	
"	Perry,	44	648	12396 12396	3051 10	934 60	215 90	22 93	7 541	74 32	21	Do thoroughly repaired, furnace end closed, and had new set chilled drivers.	
"	Ross Winans,	44	648	193 35	80 85	40 24	82 22	13 486	70 52	40		Do new.	
M. W. Baldwin,	Oct., 1849	24	6 21225 12000	333 33	925 81	146 83	17 98	8 491	35 27	82		Transferred to Engineer Department; used as stationary engine.	
"	Penrose,	45	33975 22875	10350	580 10930	1960 16	1887 62	297 52	2 56	8 431	33 12	32	In good order; thoroughly repaired.
"	Susquehanna,	45	47400 26000	20751	1077 22428	573 80	655 06	130 01	17 881	80 2	32 32	00	Needs new fly sheet; otherwise in good order.
"	Schmuck,	63	859600 19200	5653 5653	1001 39	435 35	139 22	1 35	5 281	70 8 33		In the shop, receiving general repairs.	
"	Schuylkill,	44	6 45275 258251	8254 8254	111 41	2635 55	257 64	2 72	8 55	90 11	97	In good order; new.	
M. W. Baldwin & Co.	Aug., 1854	44	6 45275 258251	31855	36 31	801 864 90	2635 55	257 64	2 72	8 55	90 11	97	Do new.
M. W. Baldwin,	Sept., 1853	45	6 45275 258251	7198 7198	177 30	336 33	152 81	2 49	4 95	2 12 9 56	00	Do	
M. W. Baldwin & Co.	Aug., 1854	41	6 45275 258251	400 21229	1165 82	1640 45	280 48	5 49	7 741	32 14	55	Do	
"	Tioga,	45	47400 28600	20829	400 21229	1165 82	1640 45	280 48	5 49	7 741	32 14	55	Do
"	Union,	45	6 45900 20200	312	14480 14792	767 31	1786 81	257 99	5 21	12 071	74 19	02	Do
"	Venango,	44	6 45900 20200	312	14480 14792	767 31	1786 81	257 99	5 21	12 071	74 19	02	Do
"	Vulcan,	83	6 45900 20200	312	14480 14792	767 31	1786 81	257 99	5 21	12 071	74 19	02	Do
"	Washington,	63	10 34675 34675	4178 4178	1081 12	502 34	76 61	26 33	12 261	41 40	52	Do	
"	M. W. Baldwin,	45	38075 22575	14588	2576 17164	451 10	1480 73	241 70	2 63	8 601	90 12	70	Do
"	Wyoming,	45	38075 22575	14588	2576 17164	451 10	1480 73	241 70	2 63	8 601	90 12	70	Do
"	Westmoreland,	83	8 50975 50975	3530 3530	1553 45	363 55	99 50	44 38	10 38	2 84 57	60	Do	
"	West Wind,	45	13596	13596	272 06	930 49	146 48	2 00	7 001	08 10	00	Do	
M. W. Baldwin & Co.	Sept., 1854	45	6 45275 258251	200	2 52	11 08	1 57	1 26	5 54	78 7 58	00	Do	
"	Warren,	44	6 45275 258251	466	6 63	35 88	6 55	1 65	8 97	1 64	12 26	00	Do
"	Wayne,	44	6 45275 258251	466	6 63	35 88	6 55	1 65	8 97	1 64	12 26	00	Do

Average cost per 100 miles run.											
Passenger Engines, Repairs,	-	-	-	-	-	\$6 47	Freight Engines, Repairs,	-	-	-	\$10 47
"	-	-	-	-	-	8 17	"	-	-	-	9 88
"	-	-	-	-	-	1 56	"	-	-	-	1 78
Fuel,	-	-	-	-	-	-	Oil, Tallow, Waste, &c.,	-	-	-	-
Oil, Tallow, Waste, &c.,	-	-	-	-	-	-	Total,	-	-	-	\$22 11

B. F. CUSTER, Ch. Clerk Motive Power Department.

ANNUAL REPORT, 1854.

MILEAGE AND EXPENSES OF ENGINES—WESTERN DIVISION.

ENGINES.	BUILDERS.	Placed on Road.	Number Drivers.		Weight.	Weight on Drivers.	Miles Run.			Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 miles run of			REMARKS.	
			ft.in.	Size of Drivers.			Passenger Trains.	Freight Trains.	Total Number.				Repairs.	Fuel.	Oil, Tallow, Fluid & waste.		Total Cost
Altoona.	Smith & Perkins,	Dec., 1852	63	8 54	200	41800	8355	8355	634 05	669 70	129 10	7 64	8 02	1 42	17 08	In tolerable order; needs new chilled tyres.	
Alleghippus,	R. Norris & Son,	Mar., 1854	63	8 55	600	43800	72	2662	2734	1316 19	225 92	54 94	48 75	8 37	2 04	59 16	In good order; met with severe accident.
Bradford,	M. W. Baldwin,	Jan., 1852	44	6 45	900	26200		9965	9965	224 30	888 83	93 56	2 24	8 94	94 12	12 12	In the shop, under general repairs; receiving new chilled tyres.
Bedford,	"	Mar., 1854	83				7600	7600	940 33	54 30	187 31	12 37	7 30	2 40	22 13		In good order; new.
Berks.	"	Nov., 1852	63	8 64	500	46100		9399	9399	501 37	648 54	180 19	5 91	6 30	1 92	14 73	In the shop; needs new fire box and new chilled tyres.
Blairsville,	Smith & Perkins,	Dec., 1853	63	8 55	800	44600	60	15797	15857	613 82	1089 98	245 18	3 87	6 89	1 12	11 88	In good order.
Bolivar,	"	Jan., 1854	63	8 55	800	44600		15434	15434	813 99	945 03	279 53	5 28	6 13	1 81	13 22	Do new.
Bald Eagle,	R. Norris & Son,	Oct., 1853	45	54	800	33000	26856		26856	1443 84	1897 25	274 98	5 37	7 08	1 02	13 47	Do new.
Black Log,	"	Jan., 1854	44	6 54	900	34300	674	17450	18124	784 59	2144 15	227 97	4 33	11 84	1 26	17 43	Do new.
Crawford,	M. W. Baldwin,	June, 1851	44	6 45	900	26200	5334	7701	13235	274 33	1479 30	153 77	1 62	11 20	1 16	13 98	Do will soon need new tyres.
Clearfield,	"	June, 1851	44	6 45	900	26200	23127	3943	27070	751 93	2279 25	275 43	2 78	8 40	1 02	12 20	Do do
Cumberland,	"	Dec., 1852	63	8 59	600	48200	11	6297	6308	1316 93	452 65	202 66	20 90	7 18	22 31	30	In tolerable order; needs new fire box.
Crab Tree,	R. Norris & Son,	Aug., 1853	45	54	800	33000	16691	670	17361	1300 35	1277 97	296 87	7 49	7 39	1 19	16 07	In good order.
Clay,	William Norris,	Oct., 1849	24		23	350	5392	4907	10299	206 41	870 21	131 48	2 00	8 45	2 00	12 45	Do old.
Conemaugh,	"	May, 1853	46	58	500	35500	351	162	513	4179 99	46 44	4 29	3 46	9 23	85	10 08	Do has been entirely rebuilt; one new driver, [new main frames, etc.
Chestnut Ridge,	R. Norris & Son,	Feb., 1854	44	6 54	900	34300	1430	6447	7577	269 95	717 20	104 66		9 20	34	14 00	Do new.
Dauphin,	"	Aug., 1852	63	8 64	500	46100		7261	7261	1822 15	557 48	130 60	25 20	7 41	81	34 75	Do thoroughly repaired; new fire box and new [chilled tyres.
Delaware,	"	Oct., 1853	44				48	6938	6938	1107 23	526 31	126 83	16 02	7 62	1 83	25 47	Do had severe accident.
Greensburg,	Smith & Perkins,	Nov., 1853	63	8 55	800	44600	180	13263	13443	984 11	967 96	273 48	7 34	7 22	2 04	16 60	In the shop, receiving new crown sheet.
Heisley,	William Norris,	Oct., 1851	44		25	600	216	7748	7901	334 46	631 81	89 67	4 50	8 25	1 13	13 88	In running order; old.
Indiana,	M. W. Baldwin,	Jan., 1850	25				4758	4758	4758	1685 65	528 63	106 26	35 61	11 37	2 26	49 49	Do do has had new drivers with chilled tyres.
Iron City,	"	Mar., 1854	83				24	9912	9936	946 01	854 22	281 51	9 45	8 63	2 84	20 02	In good order; new.
Jefferson,	"	Jan., 1853	63		8	59		8715	8715	512 61	705 87	162 79	5 89	8 11	87	15 87	In the shop, receiving new fire box and new chilled tyres.
Johnstown,	Smith & Perkins,	Dec., 1853	63		8	58							4 70	7 41	1 12	13 23	In good order.
Kittanning,	R. Norris & Son,	May, 1853	46		5	50	6018	18019	18019	847 33	1334 74	302 67	4 70	7 41	1 12	13 23	In the shop, being rebuilt.
Kiskiminitas,	"	May, 1853	45		5	67	10114	81	10195	887 98	930 45	158 70	8 70	9 12	1 55	19 37	In good order.
Kittatiny,	"	Feb., 1854	63	8 56	600	43800		3843	3843	811 11	291 46	102 12	21 34	7 67	2 70	31 71	Do new.
Kishocoquillas,	"	Sept., 1853	45	54	800	33000	33079	81	33160	1545 51	2987 13	557 91	4 61	9 02	1 08	14 71	In the shop, receiving general repairs.

No. 8.

ANNUAL REPORT, 1854.

STATEMENT OF PASSENGER RECEIPTS,

From each Station on Pennsylvania Railroad and Foreign Stations, for 1854.

STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
New York,	1243 63	2696 26	3273 19	2313 17½	2545 92	1916 22	1327 91	2093 58	1838 24	2251 78	1665 60	1164 08	\$24,330 18
Baltimore,	1981 50	1881 37	3918 32	4797 52½	3882 89	3091 30	2845 77	4478 70	4847 73	6344 91	4417 48	1806 09	44,233 59
Philadelphia,	16996 93	17703 60	40776 24	38164 82	34752 89	25148 53	24336 73	27136 08	29939 22	38578 97	27578 81	17099 72	338,212 54
Lancaster,	4392 82	3557 43	5180 16	5271 08	5621 23	5588 26	5950 40	7032 32	6784 76	6828 03	6451 94	5374 41	68,032 84
Columbia,	422 57½	303 32½	589 45	617 12½	1351 03	442 62	426 70	460 75	221 95	337 47	376 65	447 62	5,937 28
Chiques,	7 05	5 60	7 60	9 75	7 60	7 80	13 83	19 95	14 60	17 55	22 80	16 45	132 50
Marletta,	130 70	120 95	743 35	496 60	2883 95	158 85	147 55	189 05	129 75	119 07	130 10	145 35	5,395 27
Shoch's Mills,	17 70	12 85	15 85	11 20	15 45	19 30	15 83	25 15	11 43	14 75	14 05	14 80	188 40
Bainbridge,	48 45	27 45	73 55	75 05	122 00	34 38	47 90	48 75	25 02	36 75	31 55	43 30	615 05
Collins,	7 00	16 67½	15 80	17 75	29 95	18 50	17 10	15 00	13 45	9 35	13 55	17 35	101 78
Falmouth,	8 07½	5 10	8 35	7 30	18 60	9 80	15 30	6 25	8 63	4 95	8 25	7 15	106 52
Buck Lock,	65	1 90	2 50	4 90	2 55	3 20	6 55	3 95	8 63	2 20	2 05	7 00	46 10
Landisville,	18 00	26 20	10 55	16 90	8 00	16 40	22 82	5 70	6 65	11 35	18 30	10 70	171 57
Mount Joy,	124 05	92 05	218 77½	277 00	256 57	142 30	184 37	163 53	245 40	169 65	182 73	219 45	2,255 90
Elizabethtown,	95 60	61 40	80 45	101 35	103 90	82 90	105 75	106 37	124 65	132 82	119 80	97 65	1,212 64
Conewago,	-	-	-	-	-	-	-	-	-	-	-	-	-
Middletown,	251 45	195 45	379 40	413 35	900 00	290 60	331 75	315 80	353 70	281 65	312 70	315 40	4,341 25
Hightspre,	18 85	17 00	34 30	55 95	115 70	21 60	27 50	29 55	23 95	14 70	29 55	21 95	395 60
Harrisburg,	6779 12	7071 79	15649 87½	14214 75	18827 68	9292 19	9700 48	10847 80	12621 83	13751 65	10604 52	7640 98	137,395 66
Rockville,	33 00	186 75	304 70	190 25	283 60	117 55	198 40	131 00	155 80	167 50	158 00	173 20	2,099 75
Cove,	16 00	8 30	7 25	1 80	6 35	13 05	8 80	6 35	4 60	11 25	8 10	18 65	105 50
Duncannon,	307 30	233 50	483 97½	327 30	318 65	219 98	421 85	450 25	398 70	359 10	355 05	342 00	4,217 66
Aqueduct,	163 32½	147 75	885 52½	2358 55	2909 05	1661 35	1260 30	1512 80	1476 70	1208 35	755 95	156 15	14,405 80
Baileys,	16 80	11 85	165 25	51 25	107 65	38 10	38 15	39 80	20 25	25 45	39 55	41 50	598 60

Newport,	331 27½	284 77½	579 50	493 45	437 20	363 25	297 72	419 60	582 82	500 35	459 73	405 92	5,184 60
Millerstown,	370 42½	302 62½	741 95	782 00	641 77	269 32	254 90	245 30	485 13	481 00	543 52	439 23	5,560 37
Thompsonstown,	8 15	33 20	33 20	19 95	30 15	38 20	47 70	41 00	32 70	25 17	48 80	40 10	374 22
Mexico,	1 55	1 50	14 15	7 05	21 50	15 10	22 00	17 80	38 90	21 00	30 55	21 95	2,190 20
Perryville,	298 27½	179 52½	290 65	156 52½	133 70	184 93	185 68	155 55	176 37	197 63	189 97	201 40	2,190 20
Millin,	511 70	517 00	977 97½	882 75	883 07	575 05	650 90	667 68	976 95	913 40	686 38	830 22	9,073 08
Lewistown,	1653 50	1288 45	2687 32½	2480 52½	2313 37	1821 22	1081 07	1955 65	2334 75	2342 33	2124 15	2028 63	24,720 97
Anderson's,	8 90	7 80	18 25	10 95	21 90	18 40	21 68	11 35	11 05	23 20	16 85	15 35	185 68
McVeyton,	331 27½	252 40	283 70	316 90	250 45	257 00	300 50	382 67	399 50	259 08	481 07	486 15	4,031 20
Nanayunk,	10 90	4 10	11 05	5 90	3 60	13 00	13 45	22 10	7 40	11 50	5 00	7 45	115 45
Newton Hamilton,	165 85	113 07½	91 00	206 57½	143 75	106 75	122 62	156 33	111 72	143 03	168 58	145 85	1,675 13
Mount Union,	378 25	241 15	459 62½	705 92½	434 60	267 30	244 55	414 97	412 38	487 02	485 30	398 37	5,079 44
Mapleton,	7 20	6 05	14 57½	23 80	9 15	23 15	25 80	38 18	39 30	37 75	43 70	30 15	239 80
Mill Creek,	256 05	174 90	248 95	409 55	218 60	148 90	105 15	110 37	152 82	226 55	248 03	183 57	2,482 94
Huntingdon,	580 47½	580 47½	1053 75	884 70	1021 03	977 05	1056 78	1240 83	1240 88	1203 83	1292 50	1234 70	12,773 17
Petersburg,	240 02½	240 17½	368 80	292 32½	298 70	209 90	240 52	225 00	264 13	310 90	283 60	313 92	3,342 00
Barro,	15 40	12 70	23 20	22 55	20 60	27 25	20 45	32 20	31 95	33 75	40 77	46 25	3,342 00
Spruce Creek,	548 27½	464 85	630 00	687 62½	746 85	607 28	585 88	666 87	677 60	1017 32	506 45	633 75	7,772 75
Birmingham,	85 32½	73 70	138 07½	131 07	90 00	116 90	127 57	89 88	125 58	130 85	100 28	108 10	1,369 16
Tyrone,	665 65	578 70	771 72½	1243 05	1510 83	1326 45	1214 83	1175 30	1424 75	1627 95	949 45	1026 58	13,515 25
Tipton,	73 75	32 20	36 35	54 42	49 50	35 62	86 20	58 07	38 40	52 80	64 82	68 65	650 78
Fosterla,	92 40	54 10	42 32½	68 77½	38 50	47 15	54 67	80 03	86 28	68 80	53 20	65 47	751 70
Bell's Mills,	132 45	73 92½	84 10	69 00	134 55	102 55	120 23	131 35	173 65	133 80	108 23	112 93	1,397 37
Altoona,	1478 37½	1089 30	2901 25	2862 05	2843 22	2674 88	2983 20	3259 90	3116 20	2753 75	2805 10	32,714 00	19,606 50
Hollidaysburg,	3215 27½	1497 82	963 82½	1228 52½	1358 12	1071 43	1469 90	1758 35	1821 10	1896 97	1646 62	1648 57	19,606 50
Duncansville,						102 40	213 72	213 42	250 95	164 00	251 10	305 88	1,501 47
Bedford Springs,							150 80	573 55	80 20				804 55
Half-Way House,													55 20
Kittaning Point,													24 90
Kittaning Point,													941 70
Gallitzin,	31 75	23 45	2 30	820 60	654 00	576 57	785 78	717 98	774 02	765 18	583 38	728 37	7,415 03
Cresson's,	22 60	295 70	251 97½	315 92½	320 35	248 25	356 15	436 37	440 43	289 15	278 07	302 45	3,386 45
Lilly's,	645 00	123 20	49 65	132 05	86 95	42 00	96 60	46 15	40 45	54 70	50 75	65 20	795 17
Portage,	11 55	7 85	7 85	124 87½	86 95	42 00	96 60	46 15	40 45	54 70	50 75	65 20	795 17
Wilmore,	232 50	76 30	41 85	16 35	8 20	11 15	23 30	21 00	15 50	20 80	15 35	20 10	168 60
Sumnerhill,	64 30	41 85	4 40	33 30	379 90	521 95	578 60	432 80	640 00	801 30	561 97	623 15	5,288 64
Viaduct,													482 80
Conemaugh,	9 45	42 40	162 90	27 95	28 85	32 40	51 30	49 90	55 00	59 70	39 70	64 65	482 80
Johnstown,	32 95	42 40	162 90	27 95	28 85	32 40	51 30	49 90	55 00	59 70	39 70	64 65	482 80
Conemaugh Furnace,	1369 35	1448 77	1662 90	1782 47½	1737 35	1671 18	2010 52	2172 05	2290 80	2638 20	2109 88	2035 90	23,257 95
		17 15	31 10	32 50	23 40	31 50	26 50	42 55	27 05	46 90	1 55	34 75	359 95

STATEMENT OF PASSENGER RECEIPTS,

From each Station on Pennsylvania Railroad and Foreign Stations, for 1854.

STATIONS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
Nineveh, -	94 85	98 35	122 35	87 45	99 45	103 65	100 05	52 25	28 20	35 35	39 65	40 30	\$901 90
New Florence, -	186 12½	214 60	242 40	210 57 ½	178 03	138 47	267 25	334 43	214 77	356 38	271 73	249 37	2,924 13
Lockport, -	97 47½	106 47½	108 72½	49 40	85 35	128 00	182 80	247 02	237 50	188 00	187 00	107 00	1,859 39
Bolivar, -	33 75	36 50	34 10	26 25	33 50	29 50	42 20	43 40	25 80	47 95	28 53	21 85	403 83
Blairsville Intersect., -	89 65	87 55	92 20	41 65	70 35	58 78	125 73	149 23	127 65	186 65	105 20	102 98	1,237 62
Hillsdale, -	87 95	642 35	1107 50	1008 10	931 25	1084 17	1300 37	1532 62	1514 20	2471 85	1396 53	1287 12	15,156 01
Blairsville, -	47 05	82 10	96 85	100 60	77 40	112 55	70 20	145 60	85 95	80 80	75 00	60 68	1,034 78
Derry, -	70 80	70 72½	72 10	60 50	42 05	69 90	92 53	72 83	51 40	139 32	52 85	62 62	857 62
St. Clair, -	36 10	36 92½	23 75	24 32½	30 90	67 43	48 47	93 17	51 33	75 20	41 27	57 20	586 07
Labrobe, -	489 57½	763 95	530 22½	530 22½	462 87½	473 15	740 95	656 58	737 05	836 07	621 68	613 55	7,533 55
Beatty's, -	51 10	41 30	35 30	24 60	42 10	41 25	52 25	46 55	35 95	47 70	50 75	37 60	505 45
George's, -		2 75	10 70	6 80	8 45	13 00	13 70	17 35	10 25	17 10	18 80	16 60	135 20
Greensburg, -	807 20	881 90	1078 90	1095 37½	1333 90	1138 75	1196 23	1536 35	1406 53	1916 35	1478 55	1273 98	15,204 41
Radebaugh's, -	13 65	6 35	5 30	10 25	6 85	8 10	31 70	24 25	9 65	25 10	16 50	8 30	166 00
Grapeville, -		4 20	12 00	8 60	15 50	14 75	10 90	13 65	9 35	26 60	12 80	22 10	150 45
Manor, -	117 22½	89 42½	68 00	79 35	106 90	82 35	96 45	123 42	102 70	114 65	86 40	90 35	1,157 22
Irwin's, -	267 65	233 72½	280 22½	263 83	305 95	332 62	399 20	548 88	524 30	524 30	418 55	361 05	4,380 72
Larimer's, -		14 10	29 85	32 30	42 05	44 80	59 15	48 25	39 62	78 20	31 50	43 25	463 07
Stewart's, -	60 90	68 35	59 60	62 25	45 85	74 00	88 02	98 20	63 98	100 57	43 25	45 55	810 52
Furtle Creek, -		10 70	26 35	22 10	37 65	32 10	38 95	47 70	37 43	47 85	35 75	30 20	366 80
Brinton's, -	275 92½	155 77½	107 25	102 15	143 00	170 08	323 50	316 77	244 00	310 08	171 28	210 40	2,535 21
Braddock's, -		12 90	27 85	37 65	37 95	41 40	58 40	42 75	36 70	44 25	41 75	36 25	417 85
Swissvale, -		7 85	14 70	16 60	26 45	30 95	32 55	20 70	24 95	25 30	20 40	19 35	239 80
Wilksburg, -	125 30	100 05½	78 67½	78 65	120 07	78 50	144 15	131 00	132 95	150 67	125 80	88 22	1,354 04

Homewood, -	-	1 20	3 30	4 65	2 40	2 65	4 60	26 70	7 40	5 25	7 80	5 90	71 85
Liberty, -	-	75 45	97 25	109 05	140 68	136 70	259 75	261 25	295 35	334 50	173 45	256 25	2,265 53
Pittsburgh, -	-	13109 64	19496 52 1/2	18456 30	22299 93	20452 02	10432 23	19297 02	18255 07	19545 44	19528 07	15085 06	215,798 20
Alliance, -	-	481 07	840 64	931 65	478 91	606 60	261 15	303 88	611 77	470 68	130 20	157 20	5,630 61
Salem, -	-	-	-	-	-	-	308 00	419 42	575 18	383 89	290 20	353 98	2,330 67
Massillon, -	-	409 01	1243 42	639 49	855 84	705 83	319 15	465 18	454 10	756 39	225 10	248 72	6,873 26
Canton, -	-	-	-	-	-	-	212 50	413 65	311 23	534 81	157 70	166 50	1,796 39
Wooster, -	-	239 82	416 85	342 20	556 14	686 82	159 81	222 32	245 31	576 51	376 50	304 92	4,404 87
Mansfield, -	-	403 00	726 54	395 34	587 16	543 51	405 14	309 27	196 87	443 70	453 40	293 94	5,287 74
Crestline, -	-	611 89	644 07	290 73	529 06	694 94	370 24	496 10	595 67	756 96	430 60	399 80	6,073 23
Sandusky, -	-	-	-	-	-	-	18 13	58 45	14 50	112 83	104 80	36 28	843 22
Newark, -	-	148 40	64 95	52 05	66 80	78 83	76 15	84 85	76 20	141 10	47 00	74 42	1,347 17
Cleveland, -	-	163 65	313 45	48 80	131 30	81 35	1306 77	1225 70	1404 49	1217 09	1069 20	641 08	13,937 97
Columbus, -	-	958 53	863 10	1211 01	1475 23	1266 39	379 00	603 95	828 75	823 35	606 90	564 32	8,084 17
Cincinnati, -	-	988 10	1087 95	215 85	754 50	634 75	4092 95	4448 70	3167 29	4449 32	3206 91	1964 82	53,749 06
Cincinnati, -	-	7077 02	6834 18	3803 87 1/2	5225 35	6428 80	21 80	783 02	418 93	1283 05	347 15	249 68	3,418 13
Louisville, -	-	58 00	29 00	29 00	50 75	-	-	-	-	-	-	-	804 80
St. Louis, -	-	106 97	136 93	118 03	442 85	103 40	110 55	130 50	116 00	137 75	207 90	109 58	1,506 12
Bellefontaine, -	-	195 75	166 75	116 00	97 44	565 35	253 56	609 10	474 03	567 67	414 20	257 62	5,178 68
Payton, -	-	224 00	874 25	499 89	439 00	716 11	587 67	625 15	490 70	283 65	646 50	450 78	5,988 56
Indianapolis, -	-	512 05	742 40	95 00	493 05	716 11	587 67	625 15	490 70	283 65	646 50	450 78	5,988 56
Lafayette, -	-	43 50	108 75	29 00	72 50	79 75	135 95	61 62	72 55	145 02	132 00	102 72	1,019 61
Toledo, -	-	50 75	188 50	130 50	174 00	126 95	90 55	65 25	101 50	264 00	232 00	185 12	1,687 07
Chicago, -	-	1082 45	1707 85	1320 05	2006 00	2252 20	1756 07	2643 10	2207 35	2539 98	3915 00	2146 07	24,902 85
Springfield, -	-	-	-	-	181 25	277 00	107 25	112 38	195 75	137 24	256 00	56 00	1,322 87
Zanesville, -	-	-	-	-	112 38	108 00	86 40	414 00	447 00	279 12	85 00	-	1,531 90
Fort Wayne, -	-	-	-	-	-	-	-	-	-	-	-	-	120 00
Urbana, -	-	-	-	-	-	58 00	14 55	14 50	14 50	94 25	16 00	24 00	235 80
Richmond, -	-	-	-	-	-	108 85	7 25	58 00	14 50	-	24 00	8 00	213 35
Marion and Muncie, -	-	-	-	-	-	-	-	21 75	36 25	58 00	24 00	24 00	171 25
Amounts, -	-	71430 68	130395 27	120304 42	135752 61	104034 16	100219 42	113761 62	116286 45	135201 25	109136 48	81898 37	1,292,581 18

LEWIS L. HOUP, General Ticket Agent.

No. 9.

ANNUAL REPORT, 1854.

ANNUAL STATEMENT OF NUMBER OF PASSENGERS

Carried from and to each Station Pennsylvania Railroad, and Foreign Stations, Westwardly and Eastwardly, during 1854.

STATIONS.	For Six Months ending June 30.						For Six Months ending December 31.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	FROM	TO	Thro'.	Local	Thro'.	Local	FROM	TO	Thro'.	Local	Thro'.	Local	FROM	TO	Thro'.	Local	Thro'.	Local
	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local	Thro'.	Local
New York, -	1864		2108				1327						3191				4040	
Baltimore, -	3470		3864				4360						7830				8265	
Philadelphia, -	15623	10445	13435	9172			14244	9753					29867	20198			25350	19006
Lancaster, -	594	5461		5139	902		7879						1496	13340			469	11258
Columbia, -	32	7011	230				5318	18					50	12004			10741	
Chiques, -		76		121			174						190	250			311	
Marietta, -		4445	2830	1249			955						147	5400			2205	
Shoeb's Mills, -		102	219	164			99						201	711			311	
Painbridge, -		498	501	249			213						264	194			513	
Collins', -		122	170	175			88						92	302			180	
Palmouth, -		102	113	102			76						135	178			224	
Buck Lock, -		5	33	65			21						32	26			54	
Landisville, -		132	21	61			107						1	239			128	
Mount Joy, -	54	891	804	961	6		1454						59	1902			15	
Elizabethtown, -	3	555	543	3	716		715						9	1191			12	
Middletown, -	12	3985	1838	19	3157		1862						13	7142			30	
Highspire, -		808	772	307	261		296						1024	1032			587	
Harrisburg, -	4809	18929	14094	1947	12933		14304						9163	34750			28662	
Rockville, -		524	4123	184			219						14785	15729			4179	
Cove, -		52	83	62			4718						743	8763			349	
Duncannon, -		103	83	52			86						124	182			130	
Aqueduct, -		698	1760	515			2356						1446	3628			1089	
Baileysburg, -		944	2727	722			3236						1939	10979			1581	
Newport, -		279	208	257			199						532	409			579	
Millerstown, -		863	1161	638			1431						1749	2855			1386	
Thompsonstown, -		945	857	516			965						1828	1822			1178	
		131	117	145			186						338	303			364	

Mexico, -	88	92	60	100	139	186	138	191	227	278	198	291
Perryville, -	796	577	617	741	912	634	592	886	1708	1211	1300	1626
Mifflin, -	1829	1522	1616	1663	1882	1926	2016	1836	3711	3448	3632	3439
Lewistown, -	3627	4413	3409	2861	3405	4361	4295	3478	7032	8774	7764	6339
Anderson's, -	120	156	87	132	147	124	70	178	267	280	157	310
McVeyton, -	782	1466	1371	677	1110	1588	1491	1040	1892	3054	2862	1717
Manayunk, -	85	57	57	67	63	138	93	91	125	223	150	161
Newton Hamilton, -	62	511	581	581	630	606	643	558	1289	1134	1154	1139
Mount Union, -	659	528	511	1300	1630	776	874	1489	3275	1359	1359	2789
Mount Union, -	1045	823	685	116	148	202	210	164	227	345	302	280
Mapleton, -	79	143	92	95	1082	399	505	1150	2206	843	975	2135
Mill Creek, -	1124	441	470	3448	5019	3210	3174	4488	8717	5922	5902	7936
Huntingdon, -	3698	2712	2428	1006	1103	1788	1364	1036	2289	3228	2722	2942
Petersburg, -	1186	1440	1358	292	292	302	387	454	547	4086	3855	679
Barree, -	210	152	144	262	238	2174	2092	2578	5420	1795	1703	1485
Spurce Creek, -	2582	1912	1766	2361	2338	886	856	823	1304	7052	5193	6000
Birmingham, -	593	909	847	662	711	3327	3008	3668	6808	722	722	804
Tyrone, -	2830	4625	2185	2332	4068	462	463	453	649	731	940	696
Tipton, -	288	269	257	351	361	493	550	348	738	879	1520	1802
Postoria, -	386	390	386	348	382	922	928	918	1530	1620	12946	23274
Ball's Mills, -	917	608	592	884	870	6538	6600	14555	24203	2371	2062	433
Altoona, -	8866	6301	5496	8719	15427	2203	2490	423	517	18271	17617	3224
Duncansville, -	17	168	172	10	500	10659	9993	1738	5244	18271	138	115
Holidaysburg, -	2764	7612	7652	1456	2480	178	138	109	84	199	84	48
Bedford Springs, -	55	21	25	6	84	48	56	28	55	56	28	24
Plane No. 8, -	16	99	41	24	24	41	16	99	16	99	41	24
Summit, -	352	484	424	271	352	484	484	484	352	484	424	271
Plane No. 4, -	150	148	80	156	150	156	148	156	150	148	156	156
Plane No. 2, -	7	74	37	33	37	33	74	37	7	74	37	33
Jefferson, -	261	139	147	347	179	347	139	179	261	139	147	347
Half Way House, -	116	90	78	179	78	179	90	78	116	90	78	179
Kittanning Point, -	14	41	20	30	67	220	104	202	81	261	133	232
Gallitzin, -	1142	1186	1039	857	2317	2672	2145	2005	3459	3858	3184	2952
Cresson's, -	383	454	537	432	740	1021	1037	872	1123	1475	1374	1304
Lilly's, -	388	314	423	423	272	409	396	377	600	802	710	800
Portage, -	16	119	80	49	61	243	212	120	77	362	301	169
Wilmore, -	1085	628	546	939	2327	1406	1186	2075	3412	2034	1732	3014
Summerhill, -	140	152	147	285	181	361	520	1031	321	513	667	1316
Viaduct, -	26	43	57	143	31	45	83	87	88	90	90	226
Conemaugh, -	49	111	120	118	64	118	120	120	169	184	184	207
Johnstown, -	4600	2904	3690	4379	5991	4963	5676	5676	10391	7283	8053	10170
Conemaugh Furnace, -	24	252	311	366	141	390	390	618	163	701	863	341
Nineveh, -	434	682	552	478	331	441	433	433	615	923	883	911
New Florence, -	885	751	953	1107	1073	1107	899	1858	2231	1858	2026	1716
Lockport, -	267	267	354	486	958	559	1207	1207	1454	826	1007	1693
Bolivar, -	1761	237	184	347	101	203	266	245	277	440	450	592

ANNUAL STATEMENT OF NUMBER OF PASSENGERS

STATIONS.	For Six Months ending June 30.						For Six Months ending December 31.						TOTALS.						
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.			
	FROM	TO	Thro'.	Local.	Thro'.	Local.	FROM	TO	Thro'.	Local.	Thro'.	Local.	FROM	TO	Thro'.	Local.	Thro'.	Local.	
Blairsville Intersct.,																			
Blairsville, -	570	289	289	272	272	626			744	409	439	1076			1314	698		711	1702
Blairsville, -	2832	2440	2440	2295	2295	2845			4808	4064	3651	4078			7660	6513		5856	7523
Hillside, -	330	503	503	455	455	428			1236	1069		1193			1575	1335		1335	1621
Derry, -	216	250	250	338	338	338			265	264	416	372			481	514		774	757
St Clair,	93	99	99	200	200	150			205	250		204			298	379		598	454
Latrobe, -	2650	1082	1082	1337	1337	2708			3113	1735	1843	3249			5763	2817		3180	6087
Beatty's,	301	67	67	119	119	489			401	78		118			702	145		237	1022
George's,	126	26	26	78	78	193			216	51	66	298			342	491		144	491
Greensburg,	5053	2572	2572	2782	2782	5037			6133	3645	4064	6407			11186	6217		6848	11444
Radebaugh's,	94	5	5	17	17	133			159	14	12	177			253	19		29	310
Grapeville,	130	26	26	23	23	156			180	46	41	179			310	72		64	335
Manor, -	669	249	249	380	380	894			684	204	443	977			1353	453		823	1871
Irwin's, -	1992	1032	1032	1018	1018	2253			2943	1442	1584	2882			4935	2474		2602	5135
Larimer's,	355	55	55	77	77	453			355	137	118	637			910	192		195	1120
Stewart's,	622	163	163	256	256	730			747	274	397	839			1369	437		683	1569
Turtle Creek,	378	92	92	96	96	486			699	171	138	5378			1077	263		234	1331
Brinton's,	1701	601	601	707	707	2081			4404	716	931	1317			1698	178		118	1974
Braddock's,	620	129	129	42	42	396			963	49	76	1468			1407	91		34	2211
Swissvale,	552	21	21	6	6	743			855	70	28	6497			7198	785		1174	8806
Wilkinsburg,	1943	264	264	438	438	2399			5555	521	730	175			339	30		13	251
Homewood,	93	79	79	3	3	246			246	16	10	15			107	949		1435	12438
Liberty, -	2919	369	369	553	553	4021			7802	580	882	8417			10721	70370		7	

Mansfield, -	-	245	457	196	300	441	757
Orestline, -	-	756	460	516	405	1272	865
Sandusky, -	-	97	74	41	51	138	125
Newark, -	-	101	123	112	71	213	194
Cleveland, -	-	1922	1050	981	1011	2903	2061
Columbus, -	-	820	607	512	539	1332	1146
Cincinnati, -	-	2938	4822	3828	3342	6766	8164
Louisville, -	-	585	359	359	233	944	233
St Louis, -	-	346	127	567	119	913	127
Bellevue, -	-	94	77	179	273	273	196
Dayton, -	-	484	377	399	398	883	775
Indianapolis, -	-	568	407	561	446	1129	853
Lafayette, -	-	160	41	66	85	226	126
Jeffersonville, -	-	65	50	56	210	121	230
Toledo, -	-	292	105	170	122	462	227
Chicago, -	-	2139	1356	1869	2114	4008	3470
Zanesville, -	-	205	211	211	179	416	209
Xenia, -	-	69	24	24	93	93	5
Madison, -	-	3	2	2	4	5	4
Wheeling, -	-	79	4	4	83	83	2
Detroit, -	-	50	92	92	142	142	2
Milwaukee, -	-	25	60	60	85	85	5
Sheboygan, -	-	5	5	5	5	5	5
La Salle, -	-	17	25	25	42	42	23
Galeta, -	-	1	114	114	115	115	1
Freeport, -	-	2	1	1	2	2	1
Racine, -	-	1	1	1	1	1	1
Springfield, -	-	1	72	25	114	25	180
Urbana, -	-	11	11	24	24	35	35
Richmond, -	-	29	29	24	24	58	58
Marion, -	-	-	-	21	21	21	2
Muncie, -	-	-	-	2	2	2	2
Forest, -	-	-	-	23	23	23	15
Rock Island, -	-	-	-	110	110	110	15
Fort Wayne, -	-	-	-	13	13	13	15
Totals, -	-	26461	128179	25520	129101	215446	112762
		20461	128179	25520	129101	215446	112762
		25218	152521	25202	152288	20816	154251
		20743	154841	51679	280700	50722	281389
		42362	267013	42362	267013	42362	268145

No 10.

ANNUAL REPORT, 1854.

ANNUAL STATEMENT OF PASSENGERS CARRIED, AND MILES TRAVELED DURING 1854.

HARRISBURG AND LANCASTER RAIL ROAD.										COLUMBIA BRANCH RAIL ROAD.										PENNSYLVANIA RAIL ROAD.															
WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.										
Individual	Miles	Traveled.	Average	Equivalent	Through	Individual	Miles	Traveled.	Average	Equivalent	Through	Individual	Miles	Traveled.	Average	Equivalent	Through	Individual	Miles	Traveled.	Average	Equivalent	Through	Individual	Miles	Traveled.	Average	Equivalent	Through	Individual	Miles	Traveled.	Average	Equivalent	Through
Passengers					Passengers					Passengers		Passengers				Passengers		Passengers				Passengers		Passengers				Passengers			Passengers			Passengers	
1854.																																			
January, -	5,047	141,145	27.9	3,920	4,666	138,683	29.8	3,852	1,323	14,633	11.1	770	1,088	9,876	9.1	519	16,185	985,535	60.9	3,926	16,983	990,112	58.3	3,944	16,178	1,364,593	71.9	4,695	1,364,593	71.9	4,695	1,364,593	71.9	4,695	
February, -	4,617	137,017	29.7	3,806	5,239	168,825	32.2	4,689	1,017	11,623	11.4	612	9,78	10,476	10.7	551	15,522	1,088,023	70.1	4,387	16,178	1,364,593	71.9	4,695	16,178	1,364,593	71.9	4,695	1,364,593	71.9	4,695	1,364,593	71.9	4,695	
March, -	9,516	283,108	29.7	7,864	7,419	222,808	30.0	6,189	2,219	26,632	12.0	1,402	1,546	17,496	11.3	920	24,035	2,424,888	100.1	9,777	19,125	1,606,655	84.0	6,478	19,125	1,606,655	84.0	6,478	1,606,655	84.0	6,478	1,606,655	84.0	6,478	
April, -	8,929	263,429	29.5	7,317	6,758	197,040	29.0	5,473	2,057	24,295	11.8	1,278	1,354	15,223	11.3	801	22,722	2,325,446	102.4	9,384	17,822	1,343,011	75.4	5,415	17,822	1,343,011	75.4	5,415	1,343,011	75.4	5,415	1,343,011	75.4	5,415	
May, -	11,801	284,622	24.1	7,906	7,382	215,172	29.1	6,005	5,464	72,889	13.3	3,809	1,968	21,437	10.9	1,128	28,679	2,419,125	84.4	9,755	20,610	1,664,329	80.7	6,711	20,610	1,664,329	80.7	6,711	1,664,329	80.7	6,711	1,664,329	80.7	6,711	
June, -	6,554	196,354	29.9	5,454	6,344	182,804	28.8	5,079	1,490	15,362	10.3	808	1,146	12,580	10.9	662	21,091	1,439,017	68.2	5,802	21,944	1,671,908	76.2	6,822	21,944	1,671,908	76.2	6,822	1,671,908	76.2	6,822	1,671,908	76.2	6,822	
July, -	6,881	206,860	30.1	5,747	5,970	168,783	28.4	4,688	1,382	13,020	9.4	685	1,281	14,678	11.5	772	28,379	1,502,297	52.9	6,057	28,658	1,499,552	52.3	6,047	28,658	1,499,552	52.3	6,047	1,499,552	52.3	6,047	1,499,552	52.3	6,047	
August, -	7,071	214,864	30.4	5,968	7,168	204,954	28.5	5,668	1,504	13,530	8.9	712	1,597	17,296	10.8	908	28,189	1,806,310	64.1	7,283	28,261	1,658,059	58.6	6,677	28,261	1,658,059	58.6	6,677	1,658,059	58.6	6,677	1,658,059	58.6	6,677	
September, -	8,006	242,198	30.3	6,728	7,243	216,601	28.5	6,017	777	7,917	10.2	417	923	10,976	11.9	577	24,931	1,967,365	78.9	7,933	25,256	1,557,108	61.6	6,279	25,256	1,557,108	61.6	6,279	1,557,108	61.6	6,279	1,557,108	61.6	6,279	
October, -	8,371	261,386	31.2	7,261	7,250	215,993	29.8	6,000	971	8,979	9.3	478	1,347	16,843	12.5	886	28,836	1,373,559	82.3	9,570	25,937	1,759,020	67.8	7,093	25,937	1,759,020	67.8	7,093	1,759,020	67.8	7,093	1,759,020	67.8	7,093	
November, -	6,818	202,282	29.7	5,619	5,987	165,022	27.6	4,584	1,017	9,573	9.4	504	1,507	19,338	12.8	1,018	23,915	1,748,312	73.1	7,614	23,094	1,476,783	63.9	5,955	23,094	1,476,783	63.9	5,955	1,476,783	63.9	5,955	1,476,783	63.9	5,955	
December, -	5,414	160,253	29.6	4,451	5,402	141,464	26.2	3,929	1,186	10,864	9.1	572	1,560	17,554	11.2	924	21,561	1,129,150	52.3	4,553	22,273	1,527,292	55.1	4,948	22,273	1,527,292	55.1	4,948	1,527,292	55.1	4,948	1,527,292	55.1	4,948	
Totals, -	89,025	2,593,518	29.1	72,041	76,828	2,237,369	29.0	62,173	20,407	228,817	11.2	12,042	16,295	183,743	11.2	9,666	284,045	2,210,027	74.6	86,037	266,141	17,618,422	66.2	71,064	266,141	17,618,422	66.2	71,064	17,618,422	66.2	71,064	17,618,422	66.2	71,064	

LEWIS L. HOUPPE,
General Ticket Agent.

		Westward.		Eastward.	
Equivalent Through Passengers between	Harrisburg and Lancaster,	72,041	62,173		
“	Harrisburg and Pittsburgh,	86,037	71,064		
“	Harrisburg and Columbia,	12,042	9,666		
Total number of Passengers between	Harrisburg and Lancaster,	89,025	76,828		
“	Harrisburg and Pittsburgh,	284,045	266,141		
“	Harrisburg and Columbia,	20,407	16,295		

No. 11.

ANNUAL REPORT, 1854.

CONDENSED STATEMENT

*Showing the entire Receipts of Pennsylvania Rail Road Company,
over all parts of the Route.*

1854.	Passengers.	Emigrants.	Express.	Mails.	AMOUNTS.
January, . . .	71,430 68	12,504 31	3,357 90	6,063 74	93,356 63
February, . . .	76,160 45	4,222 21	2,505 65	6,063 74	88,952 05
March, . . .	130,395 27	6,301 24	4,943 17	6,063 74	147,703 42
April, . . .	120,304 42	10,733 15	2,991 11	6,063 74	140,092 42
May, . . .	133,752 61	15,306 26	4,540 95	6,063 74	159,663 56
June, . . .	104,034 15	9,386 95	2,414 23	6,063 74	121,899 07
July, . . .	100,219 42	9,185 70	2,328 31	6,063 74	117,797 17
August, . . .	113,761 62	12,683 24	3,052 66	6,063 74	135,561 26
September, . . .	116,286 45	10,140 14	3,052 66	6,063 74	135,542 99
October, . . .	135,201 25	13,324 26	4,422 49	6,063 74	159,011 74
November, . . .	109,136 48	10,793 06	3,168 23	6,063 74	129,161 51
December, . . .	81,898 37	7,317 40	3,168 23	6,063 74	98,447 74
	1,292,581 17	121,897 92	39,945 59	72,764 88	1,527,189 56

LEWIS L. HOUP,
General Ticket Agent.

COMPARATIVE STATEMENT

*Of Total Monthly Receipts from Passengers, Emigrants, Express and
Mails, over the Entire Route.*

	1849.	1850.	1851.	1852.	1853.	1854.
Jan.,		9,638 21	35,087 06	58,698 84	57,455 35	93,356 63
Feb.,		9,002 68	31,228 25	76,661 22	70,668 75	88,952 05
Mar.,		18,653 20	73,226 39	129,832 05	111,893 26	147,703 42
April,		27,533 37	63,893 12	130,047 32	134,131 07	140,092 42
May,		24,511 47	55,039 68	106,645 87	116,932 22	159,663 56
June,		19,290 00	52,387 65	84,974 52	107,816 38	121,899 07
July,		17,817 76	51,939 98	85,150 25	111,801 59	117,797 17
Aug.,		20,554 57	63,027 81	91,508 64	134,841 68	135,561 26
Sept.,	5,998 03	37,173 84	67,373 46	105,578 57	146,453 25	135,542 99
Oct.,	12,636 87	53,052 22	74,618 22	96,547 26	140,574 30	159,011 74
Nov.,	14,255 00	48,353 72	59,223 73	75,658 93	110,853 54	129,161 51
Dec.,	9,610 37	36,204 46	55,978 19	67,477 10	104,453 25	98,447 74
	42,500 27	321,785 50	683,023 54	1,108,780 57	1,347,874 64	1,527,189 56

LEWIS L. HOUP,
General Ticket Agent.

ANNUAL REPORT, 1854.

EMIGRANT STATEMENT.

Showing the number of Passengers from New York and Philadelphia to Lancaster, Columbia, Harrisburg and Pittsburgh, and points West.

FROM	TO LANCASTER.	TO COLUMBIA.	TO HARRISBURG.	TO PITTSBURGH, & POINTS WEST.	TOTALS.
New York, - -	785	153	574	12,066	13,578
Philadelphia, -	496	189	485	9,200	10,370
Totals, - -	1,281	342	1,059	21,266	23,948

FRANCIS FUNK,

Emigrant Agent.

No. 13.

ANNUAL REPORT, 1854.

FREIGHT RECEIPTS

Of Pennsylvania Rail Road, for the year 1854.

	TOTAL.
From Pittsburgh to Philadelphia,	\$ 516,987 96
“ Way Stations to Philadelphia,	311,738 79
“ Pittsburgh to Baltimore,	104,890 11
“ Philadelphia to Pittsburgh,	610,012 14
“ Way Stations to do.	110,959 62
“ Baltimore to do.	59,994 03
Local, Eastward,	118,296 79
Local, Westward,	132,144 14
	1,965,023 58
Receipts for Tolls, &c.	52,741 18
do. from Harrisburg & Lancaster Rail Road, for Motive Power,	8,846 79
Total Freight Receipts,	\$2,026,611 55

INFORMATION

From Records at the General Freight Office.

Tons of Through Freight, East,	50,451
do. do. do. West,	43,341
do. Local Freight, East,	88,936
do. do. do. West,	53,996
Number of Cars to Philadelphia,	31,935
do. do. from Philadelphia,	30,020
Average Load, East,	6,374
do. do. West,	3,882
Tons of Baltimore Freight, East,	11,341
do. do. do. West,	5,120
Total Tons Moved,	236,724
Mileage, Through Freight, East,	12,544,336
do. do. do. West,	10,639,468
do. Way Freight, East,	14,087,629
do. do. West,	6,648,279
Total Mileage on Pennsylvania Rail Road,	43,919,712
do. do. Harrisburg & Lancaster Rail Road,	4,699,353
do. do. Columbia Rail Road,	12,963,745
Tons subject to State Tax,	224,181
Mileage of Taxed Tonnage,	43,921,959
Amount of State Tax,	\$ 131,765 87

MILEAGE ESTIMATED IN TONS CARRIED ONE MILE.

GEORGE W. FERNON,
Chief Clerk, Freight Dep't.

No. 14.

ANNUAL REPORT, 1854.

STATEMENT OF WEIGHT

AND

AMOUNT OF FREIGHT

*Shipped from and Received at each Station, Pennsylvania Railroad,
during year 1854.*

No.	NAME OF STATION.	FORWARDED.				RECEIVED.			
		1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
1	Philadelphia, -	40,234,664	48,172,081	11,238,069	19,658,524	4,791,016	12,259,262	11,033,987	174,005,981
	Baltimore, -	2,569,749	2,063,925	1,292,357	6,374,582	408,679	2,294,864	2,103,143	17,897,406
26	Lancaster, -	293,046	128,984	61,486	105,826	117,437	144,795	285,985	1,929,850
C	Columbia, -	266,756	75,521	175,778	3,605,033	36,110	90,505	611,205	5,675,815
34	Harrisburg, -	1,312,608	886,612	257,152	7,513,312	540,107	624,405	1,142,410	7,902,790
36	Cove, -	1,500		119,870	12,000	18,564	370	16,639	1,352
37	Duncannon, -	59,874	35,488	49,806	3,787,351	227,557	201,213	216,592	1,174,129
39	Baileysburg, -				2,000	18,592	5,535	3,411	33,564
40	Newport, -	230,952	245,543	822,935	1,335,259	309,743	466,112	808,202	494,228
41	Millerstown, -	318,731	154,306	363,525	421,889	174,377	146,429	213,702	206,335
44	Perryville, -	173,658	202,249	813,704	2,205,600	230,451	315,370	885,613	624,502
45	Millin, -	304,443	127,291	636,383	1,226,986	249,942	296,855	331,244	827,444
48	McVeyton, -	80,761	24,868	124,550	1,358,185	133,689	114,818	150,482	206,027
50	Newton Hamilton, -	47,737	13,033	23,078	53,100	63,152	39,668	25,553	222,210
51	Mt. Union, -	212,960	86,275	586,789	2,391,156	287,187	339,208	576,315	369,732
52	Mapleton, -				1,179,092	145	485	50	8,710
53	Mill Creek, -	147,621	56,135	109,381	366,841	116,053	131,550	44,390	142,027
54	Huntingdon, -	209,512	221,543	120,084	1,114,646	584,004	519,719	243,489	1,431,309
55	Petersburg, -	152,152	79,281	183,928	1,619,833	183,547	144,063	54,754	622,614
57	Spruce Creek, -	177,126	174,810	328,443	7,088,080	340,176	397,729	328,009	1,155,476
59	Tyrone, -	247,235	95,581	64,623	10,635,168	1,328,067	1,328,444	627,885	1,903,632
60	Tipton's, -	24,814	33,851	3,561	4,597,129	63,664	43,454	30,305	204,564
61	Fostoria, -	23,343	1,500	12,300	121,056	132,734	94,892	19,330	257,394
62	Bell's Mills, -	65,830	9,649	30,090	3,762,249	119,866	76,708	50,690	317,424
63	Altoona, -	333,246	35,526	643,408	6,123,408	1,017,149	827,687	2,707,487	8,421,098
K	Hollidaysburg Int., -	506,737	119,922	214,820	5,477,864	687,066	701,518	610,950	2,837,369
65	Gallitzin, -	99,469	54,854	56,393	605,483	247,195	212,030	504,152	1,538,634
66	Cresson, -	96,135	26,756	38,800	121,121	156,972	195,742	119,968	581,805
69	Wilmore, -	45,579	8,841	18,110	1,706,310	235,556	248,394	248,261	1,064,985
72	Conemaugh, -			700		24,446	13,000	4,967	806,396
73	Johnstown, -	720,163	2,422,494	1,021,111	12,713,285	1,094,271	1,237,071	1,423,414	10,551,902
76	New Florence, -	87,306	17,742	54,066	1,482,422	121,511	156,810	105,932	773,090
77	Lockport, -	73,683	96,407	1,396,725	1,873,964	93,501	90,944	29,799	561,392
79	Blairsville, -	387,420	526,263	501,135	3,038,875	649,460	1,182,669	330,994	2,368,240
81	Derry, -	74,649	19,884	114,874	1,927,115	44,948	75,201	39,315	172,587
82	St. Clair, -	33,925	20,135	97,614	2,227,145	60,949	166,618	118,996	495,234
83	Latrobe, -	345,659	799,883	585,697	3,391,702	165,625	409,510	74,275	1,915,437
86	Greensburg, -	387,212	356,252	453,065	4,145,062	452,451	1,510,295	213,934	2,344,415
89	Manor, -	59,210	133,075	107,636	954,620	58,868	234,946	3,854	843,579
90	Irwin's, -	90,075	57,257	238,159	54,256,036	61,576	373,109	80,823	1,064,566
92	Stewart's, -	88,392			18,523	52,476		3,948	47,902
94	Brinton's, -	7,332			30,928	16,389		88,116	335,975
97	Wilkinsburg, -	6,760	762	699	629,718	16,286	20,183	2,923	13,212
99	Liberty, -	16,725	3,997	179,454	221,411	31,464	10,856	23,375	48,576
100	Pittsburg, -	2,417,882	16,026,513	12,722,525	122,235,134	37,241,793	44,707,526	7,909,285	78,397,793
46	Lewistown, -	1,154,067	877,610	954,754	9,578,127	19,316	1,456,712	731,529	1,626,103
M	Duncansville, -	46,461	26,646	32,716	2,779,802	11,431	38,730	12,801	412,167
	Summit, -	11,434	5,083	10,851	55,430	58,220	68,281	23,113	396,498
67	Lilly's, -	600	600		10,176	36,951	10,340	22,041	322,599
84	Beatty's, -	677		553	8,530	2,420	4,957	2,084	130,173
91	Larimer's, -	6,356	2,058	32,090	11,079,085	5,976	24,972	4,031	429,084
	Totals, -	54,221,692	74,467,288	36,814,762	336,075,322	54,221,692	74,467,288	36,814,762	336,075,322

GEO. W. FERNON, *Chief Clerk Freight Department.*

ARTICLES OF FIRST CLASS.

Acids at double rates, except by car loads.
 Beef, fresh.
 Books and Stationery, *WAY*.
 Boots, Shoes, Hats, &c.
 Bottled Liquors of all kinds.
 Brooms.
 Butter, fresh.
 Camphene.
 Carriages or vehicles of pleasure at double rates, at owner's risk.
 Carpeting.
 Cedar and Wooden Ware.
 China.
 Cigars.
 Clocks.
 Confectionery.
 Cotton Laps.
 Cranberries.
 Cutlery.
 Dry Goods, in boxes.
 Drugs and Medicines, *WAY*.

Eggs, at owner's risk, *WAY*.
 Feathers.
 Foreign Fruits.
 Foreign Liquors, *way*.
 Fresh Fish, at owner's risk.
 Fruit Trees and Shrubbery, at owner's risk.
 Furniture, boxed, with an addition of 50 per cent., and at owner's risk.
 Furniture, new, not boxed, at double rates, at owner's risk.
 Furniture, common, second-hand.
 Furs.
 Garden Seeds, in boxes.
 Ivory.
 Live Stock.
 Looking Glasses and Glass Plate, at owner's risk.
 Muskets and Firearms.
 Oil, in bottles.
 Oysters, in cans or jars.

Pianos.
 Pork, fresh, and other fresh meats, *WAY*.
 Poultry, dressed or in coops, at owner's risk.
 Russia Bristles.
 Saddlery, *WAY*.
 Sashes, glazed or unglazed.
 Sheet Iron Stoves.
 Snakeroot.
 Sperm Candles.
 Tin Ware.
 Trunks.
 Umbrellas.
 Utensils of copper, brass, or steel.
 Wagons for hauling goods, when taken to pieces, and closely packed.
 Willow Ware, at double rates.
 Window Glass, westward.
 Wines, in baskets and boxes.
 Wool, (manufactured).

ARTICLES OF SECOND CLASS.

Agricultural productions not specified.
 Agricultural Implements, less than 100 lbs. each.
 Apples, dried.
 Bacon, westward.
 Bags, empty.
 Beer, Porter and Ale, in barrels.
 Beeswax.
 Books and Stationery, *THROUGH*.
 Bristles, American.
 Broom Corn, at owner's risk from fire.
 Buffalo, Bear and Deer Skins.
 Casks or Barrels, empty.
 Cast Steel.
 Candles, *WAY*.
 Carpenter's Work, [except Sashes].
 Cider.
 Cheese, westward.
 Clover, Timothy and other grass seeds.
 Clock Weights.
 Dry Goods, in bales.
 Drugs and Medicines, *THROUGH*.
 Eggs, at owner's risk, *THROUGH*.

Glassware.
 Gas Pipes.
 Groceries, except Coffee.
 Gunny Bags.
 Glue, *WAY*.
 Ginceng.
 Hardware, except cutlery.
 Hollow Ware.
 Hops.
 Honey.
 Leather.
 Liquors, foreign, in casks, *THROUGH*.
 Mahogany, and other ornamental wood.
 Marble, manufactured.
 Machinery, light.
 Mechanic's Tools.
 Oil, in casks, *WAY*.
 Oil, Sperm and Linseed, *THROUGH*.
 Oil Cloth.
 Oysters, in shell, at owner's risk, and prepaid.
 Paints and Dyestuffs.
 Paper Hangings, boxed.
 Paper, printing, *WAY*.
 Paper, writing.

Peaches, dried or green.
 Queensware, *WAY*.
 Rags, at owner's risk.
 Rice, *WAY*.
 Ropes and Cordage, westward.
 Saddlery, *THROUGH*.
 Sbot.
 Soap, westward.
 Spices.
 Starch.
 Stoves and Stove Castings, at owner's risk, *WAY*.
 Sugar, *WAY* and *THROUGH*, except in hogsheads.
 Teas.
 Turpentine, spirits.
 Tobacco, in leaf, westward.
 Tobacco, manufactured, except Cigars.
 Wine, in casks, *THROUGH*.
 White Lead.
 Whiting, *WAY*.
 Whiskey and other domestic Liquors, westward.
 Wool and Sheep Pelts.
 Zinc, manufactured.

ARTICLES OF THIRD CLASS.

Anvils.
 Agricultural Implements, exceeding 100 lbs. weight.
 Apples, green.
 Alcohol, *WAY*.
 Ashes, pot or pearl.
 Bagging.
 Beans and Peas, in casks.
 Bedford, or other Mineral Waters, in barrels.
 Brass, not manufactured.
 Bran, Shipstuf, and other feed.
 Bacon and Pork, loose, eastward.
 Butter, in firkins, kegs or barrels.
 Castings, light.
 Coffee, *WAY*.
 Coke.
 Cotton, uncompressed.
 Copper, in ingots, pigs or sheets.

Cement.
 Fire-bricks.
 Flaxseed.
 Grindstones.
 Guano.
 Glue, *THROUGH*.
 Hay, pressed, at owner's risk from fire.
 Hides, dry, green or Spanish.
 Hogs' or Cattle Hair, in bags, boxes, bales, casks or bundles.
 Hemp and Flax.
 Ice, at owner's risk.
 Iron and other Ore.
 Lard, *WAY*.
 Mill Stones.
 Oil, fish, tanner's and rosin oil, *THROUGH*.

Pork, salted, loose.
 Pork, fresh, at owner's risk.
 Potatoes, Turnips, and similar roots.
 Printing Paper, *THROUGH*.
 Queensware, in casks, *THROUGH*.
 Ropes and Cordage, eastward.
 Sawed Marble.
 Soap, eastward.
 Soapstone.
 Stoves, *THROUGH*, at owner's risk.
 Straw-paper and binding-boards.
 Steam Engines, and heavy machinery.
 Tin, in boxes.
 Window Glass, eastward.
 Wrapping Paper.
 Zinc, in sheets or blocks.

ARTICLES OF FOURTH CLASS.

Asbes, wood or leached.
 Alcohol, *THROUGH*.
 Bacon in casks, boxes or sacks, eastward.
 Bark, ground or unground.
 Barley and Malt.
 Beef and Pork, pickled, salted, or dried, packed.
 Boards and other sawed lumber.
 Blooms and Anconies.
 Bricks.
 Bone Dust, in casks.
 Bones, Horns, and Glue pieces.
 Broken Castings.
 Burr Blocks.
 Candles, *THROUGH*, eastward.
 Castings, heavy, not liable to be broken.
 Cinders.
 Clay, Earth, Sand or Gravel.
 Coal, mineral.
 Cheese, eastward, *THROUGH*.

Codfish.
 Coffee, *THROUGH*.
 Cotton, compressed bales.
 Earthen and Stoneware.
 Firewood.
 Fish, in barrels.
 Flour, calculating 200 lbs. per barrel.
 German Clay.
 Grain, in bags.
 Heading and Hoop Poles.
 Hemp, *THROUGH*, rolled, slit or hampered.
 Iron, sheet, bar, rolled, slit or hampered.
 Lard and Lard Oil, *THROUGH*.
 Lead, in pigs or sheets.
 Lime, in barrels.
 Lumber.
 Manure, except Guano.
 Marble, in blocks, rough.
 Nails and Spikes.
 Oil Cake.
 Pig and Scrap Iron.

Pork, fresh, in full car loads, at owner's risk.
 Plaster.
 Posts and Rails.
 Queensware, in crates, *THROUGH*.
 Railroad Ties and Sills.
 Rice, *THROUGH*.
 Saltpetre, crude.
 Salt, ground, *THROUGH*.
 Shingles and Laths.
 Slate or Tile, for roofing.
 Staves.
 Stone, for lime or building.
 Sugar, in hogsheads, *THROUGH*.
 Sumach.
 Soda ash.
 Tallow, *THROUGH*.
 Tar, Pitch and Rosin.
 Timber, round or hewn.
 Tobacco, leaf or manufactured, eastward.
 Whiskey, eastward.
 Whiting, *THROUGH*.

Unenumerated articles will be taken at the rates charged on analogous or like articles.

REPORT OF TONNAGE OF ARTICLES

Sent from and Received at Philadelphia, via Penna. R. R. during the year 1854.

LIST OF ARTICLES.	PITTSBURGH.		WAY STATIONS.	
	Forwarded	Received.	Forwarded	Received.
Agricultural Implements, - - - -	41,085	11,616	28,973	11,466
Boots, Shoes, Hats, etc., - - - -	5,425,702		564,867	
Books and Stationery, - - - -	1,958,368	268,199	152,637	
Butter and Eggs, - - - -		2,715,738		1,518,551
Brown Sheet and Bagging, - - - -	3,875,990		122,840	
Bark and Sumac, - - - -				1,475,109
Cedarware, - - - -	89,408		122,108	
Confectionery and Foreign Fruits, - - - -	706,678		263,517	
Coffee, - - - -	3,616,668		971,142	
Cotton, - - - -		1,024,736		
Coal, - - - -			13,385	59,584,648
Copper, Tin and Lead, - - - -	445,057	417,430	257,118	800
Dry Goods, - - - -	35,348,956	463,159	2,908,970	20,344
Drugs, Medicines and Dye Stuffs, - - - -	3,926,666	176,397	660,878	2,811
Earthenware, - - - -		147,487		
Fresh Meats, Poultry and Fish, - - - -		464,615		236,867
Flour, - - - -		20,545,166	35,035	9,617,578
Feathers, Furs and Skins, - - - -		420,281		47,313
Furniture and Oil Cloth, - - - -	1,775,631	70,039	298,779	52,201
Glass and Glassware, - - - -	485,253	586,938	148,992	20,907
Green and Dried Fruits, - - - -		1,720,340		898,315
Grass and other Seeds, - - - -		770,468		206,505
Grain, of all kinds, - - - -		1,033,541		4,187,692
Groceries (except Coffee), - - - -	3,501,589	537,713	5,108,288	6,366
Ginseng, - - - -		78,811		
Guano, - - - -	685		32,548	1,000
Hardware, - - - -	6,620,691	494,398	1,319,328	270,618
Hides and Hair, - - - -	7,883	235,897	2,558,482	149,712
Hemp and Cordage, - - - -	66,538	1,056,548	82,580	
Iron, rolled, hammered, etc., - - - -	7,644,811	30,934	2,516,088	1,060,761
Iron Ore, - - - -			23,795	
Iron, Blooms and Pig, - - - -				1,075,284
Live Stock, - - - -	51,355	18,351,157	167,400	3,205,283
Leather, - - - -	1,282,933	490,805	92,785	2,692,863
Lard, Lard Oil and Tallow, - - - -		9,363,167		95,639
Lumber and Timber, - - - -	10,187	24,000	19,200	7,770,718
Machinery and Castings, - - - -	2,017,729	680,390	2,062,740	63,279
Marble and Cement, - - - -	1,741,369	23,643	2,388,173	
Malt and Malt Liquors, - - - -	130,065	253,463	186,313	
Nails and Spikes, - - - -			353,243	315,863
Oil, - - - -	324,929		332,870	
Oysters, - - - -	126,701		6,262	
Paper and Rags, - - - -	830,274	45,321		224,451
Potatoes, Turnips, etc., - - - -	389,518	1,579,529	86,811	320,594
Pot, Pearl and Soda Ash, - - - -	803,509	134,832		
Queensware, - - - -	2,213,386		353,010	
Salt, - - - -	5,755		562,854	
Salt Meats and Fish, - - - -	1,481,177	35,099,277	711,444	86,827
Soap and Candles, - - - -		945,208		
Tobacco, - - - -	389,213	1,753,253	190,048	
Tar, Pitch and Rosin, - - - -	46,017		55,440	
Wines and Liquors (foreign), - - - -	1,100,175		635,632	
Wine (domestic), - - - -		15,914		
Whiskey and Alcohol, - - - -		1,812,208		505,363
Wool and Woolen Yarn, - - - -		3,810,214	23,288	165,255
Miscellaneous, - - - -	1,359,309	172,716	284,150	43,139
Total First Class, - - - -	45,932,640	3,437,566	5,897,800	2,016,397
Total Second Class, - - - -	22,677,912	11,087,560	8,707,412	4,710,706
Total Third Class, - - - -	3,667,662	21,101,630	5,934,798	3,526,209
Total Fourth Class, - - - -	17,657,124	72,025,149	6,092,008	85,679,844
Total during month. Pounds, -	89,935,338	107,651,905	26,632,018	95,933,156

GEO. W. FERNON, Ch. Clerk Freight Department.

No. 16—continued.

TO FROM	Philadelphia.	Baltimore.	Lancaster.	Columbia.	Harrisburg,	Cove,	Duncannon.	Newport.	Millersstown.	Perryville.	Middin.	Lewistown.	McVeyton.	Newton	Hamilton.	Mt. Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Spruce Creek.	Tyrene.	Tipton.
Petersburg,	707,464		350		11,960		250			50	2,050	1,300	150			2,000		13,395	40,811		36,280	120,936	250
Spruce Creek,	966,939	400	925		29,440						7,942	13,374	1,960			22,775	5,700	13,557	84,195	18,639	Barree.	47,174	27,737
Tyrene, -	4,897,865	1,750	35,598	1,300	234,454		3,580	16,660	16,020	148,702	74,245	56,284	36,530	100,951	100,951	20,765	800	13,405	54,228	123,577	13,000		11,531
Tipton, -	1,825,806	200			1,407,035			45,000		42,000	13,075	30,565		1,800					183,350	99,900	61,666		
Fostoria, -	33,300				100			50				200							12,122		52,990	231	630
Bell's Mills,	617,162	1,004			155,448			70,000	62,000		166,650	130,000	6,000	54,500	54,500	8,100	5,000		105,200	54,000	94,478	2,430	
Altoona, -	159,879		37,600	1,035,220	53,610			2,040	600		2,251	21,385	25,420	120	120	905		450	41,788	50,195	6,220	30,147	4,408
Duncansville,	62,264	34,300	13,610	34,651	3,400							100						925	13,534	6,100	6,200	127,800	10,300
Holidaysburg,	1,486,680	55,392	134,313	36,130	124,284	23,200	8,800	3,421	8,250	600	6,473	18,078	425	2,220	2,220	11,602	735		34,178	93,365	90,562	190,015	
Gallatin, -	173,824	2,939	475	920	1,641		633				415								23,411	2,150	10,880	38,610	
Cresson, -	42,440	696	17,000		8,120							12,525							3,850	5,090	11,150	600	
Wilmore, -	1,471,465		48,000		33,062			3,421				62,504				735			1,422	600	470	5,304	
Johnstown,	1,028,146	194,956	1,745	2,360	2,470		495		480			13,364	2,200					100	1,547	1,000	1,461	3,765	
Summit, -	8,571				100													1267		2,120			
New Florence,	26,435	1,502										20,175	120			98			15,040	185	2,350	33,313	130,608
Lockport, -	171,279			58,635	15,000							76,955											
Blairsville,	2,524,540	300	147,224		14,955																		
Derry, -	104,119				368																		
St. Clair, -	109,143	19,078	440															60	77		16,684	33,377	
Latrobe, -	2,022,340	63,042	66,152		142,000							30							598				
Greensburg,	2,135,569	572,564	52,200	528,000	4,649							100	800	2,000	2,000					2,000		1,740	
Manor, -	563,147	80,166	240		45																		
Irwin's, -	50,832,056	4,981		144,500	232,000						52,000								25			100	
Larimer's,	8,173,895				1,461,500																32,400	32,000	
Stewart's, -	3,775,200			4,004,600																			
Brinton's, -	155,030																				200		
Wilkinsburg,	307,938																				612,836	888,755	44,595
East Liberty,	94,239,939	20,900,424	700,199	201,479	2,925,056	11,848	47,879	141,372	7,595	14,068	73,429	752,696	74,680	12,813	12,813	74,699		66,395	313,300	82,174			
Pittsburgh,																							
Totals,	201,977,625	22,619,902	2,433,896	6,297,967	10,315,338	72,254	1,785,551	2,018,920	721,272	2,036,442	1,787,243	4,791,502	617,638	347,666	347,666	1,448,244	12,866	433,177	2,547,873	887,184	2,308,791	5,495,744	344,703

FROM	FOSTERIA.	BELL'S MILLS.	ALTOONA.	HOLLIDAYSBURG.	GALLITZIN.	CRESSON.	WILMORE.	JOHNSTOWN.	SUMMIT.	NEW FLORENCE.	LOCKPORT.	BLAIRSVILLE.	DERRY.	ST. CLAIR.	LATROBE.	GREENSBURG.	MANOR.	IRWIN'S.	STEWART'S AND LARIMER'S.	BRINTON'S, WILKINSON'S AND B. LIBERTY.	PITTSBURGH.	TOTALS.	
Fosteria, -	7,134	216	20,400	1,300		616	15,680	314,840				1,476			1,786						1,100	149,832	
Bell's Mills,			1,386,271	264,113																	252,997	3,782,471	
Altoona, -	33,558	5,250	13,321	704,682	33,426	14,507	3,430	23,025	87,700	800	1,500	26,370			800	1,420					4,750,353	7,176,254	
Duncansville,		5,429	704,410		86,275	16,000	40,400	798,980				2,300									878,110	2,883,845	
Hollidaysburg,	30,820	115,894	708,397	Kittan Pk.	42,660	29,917	35,897	303,364	3,605	1,570	225	28,329	1,000	300	205	10,266		5,918	445	200	2,706,992	6,364,537	
Gallitzin, -	55,703	600	10,195			10,238	1,540	47,074			2,228	7,760			4,104	2,394		4,184	2,830		418,850	823,598	
Cresson, -		8,000	24,826		22,930	10,750	7,127	80,408				1,701	13,168		1,300	720		817			25,779	288,444	
Wilmore, -			47,543	5,523	37,802	296	4,644	6,200				400	300			27,256					39,252	1,749,778	
Johnstown,		34,576	17,505	18,333	61,492	27,355	25,958	39,175	20,583	251,787	5,201	83,336	5,500	6,465	56,611	24,997			900		14,852,802	16,776,165	
Summit, -			2,100	150				4,100		1,700		4,276	2,533								894,927	23,650	
New Florence,			5,794	3,672	795	1,400	32,330	339,215	1,166			3,073	2,403	100	79,330	207,945	16,400	11,000	894			894,927	1,658,415
Lockport, -			1,530	53,572	49,122		21,922	210,935	7,812	31,455		12,832	4,675	1,000	10,292	27,337	300	14,730	9,365	49,500	2,656,421	3,499,960	
Blairsville,	16,000	15,684	124,292	22,472	44,473	133,275	20,469	409,126	61,630	80,333	22,592	15,708	10,519	22,041	147,395	90,809	1,000		900	3,965	315,142	4,495,287	
Derry, -			17,795	85	5,103	1,200	35	61,239	49,500	11,634	9,019	22,260			136,335	3,950					1,576,245	2,146,383	
St. Clair, -			15,999	7,260	2,756	1,677		67,821	27,958	50		21,435			114,380	3,905	1,154	183	180		1,842,369	2,334,571	
Latrobe, -	66,300		198,214	140,581	36,920	53,506	31,787	891,518	59,402	60,940	18,378	28,535	6,968	3,725	7,075	11,164	2,281	2,181	1,856		680,091	5,000,539	
Greensburg,			8,707	1,497	10,240	40,857	1,015	690,590	150	1,698	10,922	90,475	48,415					13,275	1,637	6,693	994,387	5,226,214	
Manor, -				255	50		910	14,240		100	1,328	6,410			7,313	12,859		463	5,084		623,386	1,233,037	
Irwin's, -			451,822		55,420	15,867	24,616	669,218	15,616	400		16,018			12,576	37,168	626		8,404	5,832	297,201	54,886,517	
Larimer's,				32,400				42,100		99,500	193,500				14,000	1,928			518	100	17,434	11,014,467	
Brinton's,								908,050				697				532	100	3,254	5,892		106,518	8,919,460	
Wilkinson's,			4,733		480,000	660		700	200		475	2,320			50	620		100,300	200		15,300	659,933	
East Liberty,			1,260	4,750				250		602,865	249,002	2,438,415	112,876	67,971	1,749,769	3,121,310	1,111,809	950,896	338,621	343,773		457,100	
Pittsburgh,	13,347	43,525	846,322	1,398,313	710,695	633,533	913,794	5,662,837	135,707													153,071,521	
Totals,	328,288	549,211	12,978,047	5,409,471	2,478,854	1,379,901	1,845,233	16,570,375	570,326	1,371,552	651,710	1,370,346	252,968	809,336	2,778,037	4,500,051	1,216,083	1,405,221	544,022	674,542	168,731,364	500,190,889	

GEORGE W. FERNON,

Chief Clerk, Freight Dep't.

No. 17.

ANNUAL REPORT, 1854.

STATEMENT

Comprising General Information from Books of Freight Department, of Tonnage, Mileage, (tons carried one mile,) Cash Receipts, State Tax, Motive Power, Toll, &c.

1854.	MILEAGE ON PENNSYLVANIA RAILROAD.																	
	TONS THROUGH FREIGHT.		TONS LOCAL FREIGHT.		NUMBER OF CARS TO AND FROM PHILADELPHIA.		AVERAGE LOAD PER CAR.		TONS BALTIMORE FREIGHT.		TONS MOVED.	THROUGH.				LOCAL.		TOTAL.
	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	Total.	East.	West.	East.	West.			
January,	6,148	3,306	7,411	4,510	2,715	2,710	6,325	4,548	1,234	248	21,375	1,364,296	737,244	951,341	563,029	3,615,910		
February,	7,889	4,895	6,399	2,892	3,272	2,671	5,936	3,816	1,456	269	22,074	1,769,076	1,213,894	883,085	312,603	4,208,658		
March,	11,051	9,726	4,786	3,900	4,062	3,974	7,553	5,115	1,772	337	29,463	2,800,462	2,412,033	739,002	491,351	6,442,848		
April,	6,375	4,961	5,786	5,222	2,823	2,461	6,431	5,324	1,283	348	22,347	1,681,114	1,231,059	818,134	404,252	4,134,559		
May,	4,848	2,755	4,800	2,755	2,602	2,430	5,623	3,069	642	307	15,158	1,432,703	674,060	663,402	419,556	3,189,721		
June,	2,917	1,847	6,462	2,959	2,306	2,139	5,537	2,639	905	126	14,184	762,982	457,997	621,795	527,748	2,370,522		
July,	1,797	1,742	5,316	2,156	2,416	2,382	4,730	1,490	324	184	11,010	445,658	431,900	1,238,878	536,431	2,652,867		
August,	1,473	3,654	12,991	3,405	2,567	2,415	6,005	4,290	608	101	21,524	365,248	906,300	3,101,485	388,732	4,761,765		
September,	2,227	2,909	8,785	3,904	2,586	2,358	6,360	4,241	569	1,160	17,916	552,175	726,172	1,515,429	551,490	3,345,266		
October,	1,455	3,814	8,816	9,429	2,297	2,143	7,196	5,582	1,133	832	23,573	360,699	953,250	1,086,998	919,104	3,320,051		
November,	2,157	2,132	10,660	7,055	2,582	2,452	6,705	2,870	836	607	22,001	522,627	528,853	1,574,442	912,013	3,537,935		
December,	2,114	1,477	6,694	5,809	1,707	1,885	6,934	2,461	579	601	16,096	487,296	366,706	893,638	591,970	2,339,610		
Totals,	50,451	43,341	88,936	53,996	31,935	30,020	6,374	3,882	11,341	5,120	236,724	12,544,336	10,639,468	14,087,629	6,648,279	43,919,712		

No. 17—continued.

1854.	MILEAGE ON		TONS.	MILEAGE OF		STATE TAX ON		RECEIPTS.			
	HAR. AND LAN. RAILROAD.	COLUMBIA RAILROAD.		SUBJECT TO STATE TAX.	TAXED TONNAGE.	REGULAR FREIGHTS.	FOR FREIGHT PROPER.	FOR OYSTER EX. TOLLS, AND FROM OTHER SOURCES.	FOR MOTIVE POWER ON HAR. AND LAN. R. R.	TOTAL.	
January,	438,835	1,210,580	20,821	3,610,260	10,830 78	184,297 37	3,596 07	903 02	\$188,796 46		
February,	485,836	1,340,236	21,486	4,202,482	12,607 44	208,477 68	3,472 55	863 12	212,813 35		
March,	690,241	1,904,113	29,058	6,438,523	19,315 57	334,538 89	3,038 05	903 72	338,480 66		
April,	471,362	1,300,311	21,297	4,119,696	12,359 08	176,711 84	3,509 37	842 54	181,063 75		
May,	337,792	931,840	14,453	3,183,073	9,549 22	132,711 48	3,976 32	786 59	137,474 39		
June,	268,001	739,314	9,075	2,456,877	7,370 63	101,793 93	4,626 26	836 47	107,256 66		
July,	253,006	697,949	10,580	2,644,589	7,933 76	88,005 96	3,108 73	388 01	91,502 70		
August,	473,999	1,307,584	20,879	4,754,964	14,264 89	165,388 45	4,170 63	548 10	170,107 18		
September,	332,431	917,055	17,159	3,336,025	10,008 07	153,493 02	4,783 56	656 51	158,933 09		
October,	349,562	964,310	22,735	3,313,227	9,939 68	169,076 14	4,505 17	643 63	174,224 94		
November,	351,750	970,347	21,322	3,830,886	11,492 65	141,186 76	6,413 69	695 17	148,295 62		
December,	246,538	680,106	15,316	2,031,357	6,094 10	109,342 06	7,540 78	779 91	117,662 75		
Totals,	4,699,353	12,963,745	224,181	43,921,959	\$131,765 87	\$1,965,023 58	\$52,741 18	\$8,846 79	\$2,026,611 55		

GEORGE W. FERNON, *Ch. Clerk Freight Dep't.*